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ANNUAL REPORT OF THE
RAILROAD COMMISSIONERS
OF THE
STATE OF MAINE
1896

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THIRTY-SECOND ANNUAL REPORT
OF THE
Railroad Commissioners
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STATE OF MAINE,
WITH STATISTICAL TABLES COMPILED FROM THE ANNUAL RETURNS
OF THE RAILROAD COMPANIES OPERATING RAILROADS
IN THE STATE, FOR THE YEAR ENDING
SEPTEMBER 30, 1890, TO WHICH
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PART I.

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The Railroad Commissioners respectfully submit their thirty-second annual report.

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SAFETY OF TRAVELERS ON RAILROADS.

Absolute safety to travelers by any mode of conveyance, cannot be secured; neither can railroads be so constructed and operated that travel on them will be entirely safe. Still by reason of inventive genius, approved methods, and the experience of those in charge, the danger to travelers on railroads has been greatly reduced.

The number of persons who are killed or injured, while riding on railroads in comparison with the number who travel, is exceedingly small. Although it is but sixty years

since the first passenger railroad in America, a little road running from Albany to Schenectady, N. Y., a distance of sixteen miles, was constructed, the report of the statistician to the Interstate Commerce Commission, stated, on the 30th day of June, 1889, the railway mileage of the United States to be 157,758.83 miles; the number of passengers carried during that year, 472,171,343; the aggregate number of miles traveled 11,553,820,445, which shows an average journey of 24.47 miles for each passenger.

Of the above number of passengers carried, 310 were killed and 2,146 more or less injured, as follows :

	Killed.	Injured.
Collisions.....	107	445
Derailments	28	389
Other train accidents.....	26	247
At highway crossings.....	3	16
Stations	26	295
Other causes.....	120	754
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It will be seen from the foregoing statistics, that notwithstanding the vast number of passengers carried, the number of miles traveled, and the demands for swift locomotion and transportation made upon railroads, which is the most speedy mode of travel now in use, and as appears, as safe as other modes, comparatively few have been, in any way injured.

This freedom from accidents to passengers on railroads, is not realized by employes. In connection with the railroad system of the country there are 704,743 workers, the most of whom are men. It is estimated that independently of stockholders, the railroads of the United States provide a living for 3,000,000 persons, or about one in twenty-two of the total population of the country, and these employes are distributed among the various sub-employments of the railway industry as follows :

General officers.....	4,739
Office clerks.....	20,817

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The physical condition of railroads in Maine is well maintained and no accident of a serious nature has occurred for many years to trains that could be reasonably attributed to defects in construction or want of repair in track or bridge structures.

RAILROAD EMPLOYES.

In connection with the statistical facts above given, as to accidents to employes on railroads, vast numbers of whom as we have shown, are yearly being killed, maimed and otherwise injured, we are led to inquire must this slaughter of our strong, active young men be permitted to continue? Is there no remedy? Can it be said that we have acquired a perfect system of railroading in this country when out of 704,743 employes, 1,972 are killed and 20,028 injured yearly, of whom many of the latter class are maimed and crippled for life?

Doubtless very many of these accidents occur by reason of the carelessness of these persons or of their coemployes;

but from the nature of the accidents above enumerated, we can not doubt that, if such modern appliances and inventions, as are now available, were used, many of the lives and limbs of operatives on railroads would be saved.

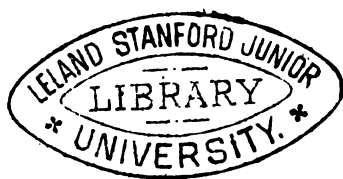
It is not a little surprising, that when the dangers to trainmen are so great, so many young men are willing to engage in such hazardous employment, especially when we consider the average wages paid for such employment and the slight chances of future promotion for care and faithfulness in the discharge of their duties.

It appears from the report of the Bureau of Industrial and Labor Statistics of Maine, that the average monthly wages paid is as follows :

Engineers	\$69 46
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Passenger Conductors.....	59 56
Freight Conductors.....	60 17
Brakemen	39 96

From the above, it is clear that it is not because greater wages are paid for such service, that young men are induced to risk their lives and limbs in such employment.

By the laws of many of our states (though not in Maine), railroad companies are held legally liable for physical damage to their employes, though resulting from causes beyond the reasonable control of executive management. In England, a workman (in railroad or other hazardous service), when injured or his legal representative, in case the injury results in death, has the same right of compensation and remedies against the employer, as if he had not been a workman nor engaged in the services of the employer, though the law is carefully guarded and is only effective under certain conditions and circumstances. In view of the dangers to which these men are subjected, and the fact that railroad corporations, under our laws, are exempted from liability, is it not clearly the duty of railroad corporations to use all the means within their power, and adopt every device that will in any



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By the laws of many of our states (though not in Maine), railroad companies are held legally liable for physical damage to their employes, though resulting from causes beyond the reasonable control of executive management. In England, a workman (in railroad or other hazardous service), when injured or his legal representative, in case the injury results in death, has the same right of compensation and remedies against the employer, as if he had not been a workman nor engaged in the services of the employer, though the law is carefully guarded and is only effective under certain conditions and circumstances. In view of the dangers to which these men are subjected, and the fact that railroad corporations, under our laws, are exempted from liability, is it not clearly the duty of railroad corporations to use all the means within their power, and adopt every device that will in any

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manner lessen the dangers to which these employes are daily exposed? And in addition, we again repeat what we said in our report for 1889 upon this subject.

“As a means of promoting the efficiency of railroad employes, and to stimulate them to faithfulness in the discharge of their duties, we believe it would be wise for railroad managers to adopt a system of grading in each department, with a corresponding compensation for each grade. Where the lives of the traveling public and the property of the corporation depend for their preservation upon the experience, care and faithfulness, in the discharge of the duties, with which almost every employe is necessarily entrusted, none too great care can be exercised in their selection. Neither is it just to the employe who has for years exercised skill, care and faithfulness in the discharge of every duty entrusted to him, to have nothing held up, to which he may attain, as a reward for exercising such skill and faithfulness, by way of increased pay or promotion. We are confident that if some such policy as above outlined, should be adopted by railroad officials and managers, greater efficiency would be secured, and a better feeling would exist between employer and employe.”

AUTOMATIC COUPLERS.

As has already been shown, during the year ending June 30, 1889, out of 138,323 train-men in the United States, 300 were killed and 6,757 injured in coupling and uncoupling cars. In no other branch of the service are men exposed to so much danger. Generally the link and pin coupler of by-gone days is still in use. Brakemen are still compelled to go between freight cars to couple or uncouple them.

Hardly a day passes but on taking up a newspaper, we see the account of an accident to some one who has been killed or severely injured in so doing. In our last report, we said that “While satisfactory progress is being made in the operation of railroads and trains in most respects, little, if any, is being made in the methods of coupling freight cars

in this or in other states. Statistics show that the seemingly unnecessary mutilation and loss of life of men engaged in coupling and uncoupling freight cars, still goes on."

The above statement is applicable to the present situation. So far as appears, no progress is being made in this State, nor throughout the country, in the substitution of automatic freight car couplers in place of the link and pin. As we stated in our former report, we believe the action of the Master Car Builders' Association in adopting the Janney Type of coupler was premature and ill advised; not because that type of coupler was without merit, but because no coupler of that type had been invented or was in use at the time of its adoption, but that when subjected to practical or physical tests, failed to meet the requirements of the service. This fact was clearly shown by the report of tests made by competent mechanical engineers shortly after said adoption. Since that time several railroad corporations, especially in the West, have followed the recommendations of this association, in adopting that type of coupler; but so far as we can learn, no coupler of the vertical plane type, so far used, has given satisfaction by reason of structural weakness. For some cause, whatever it may be, the attitude of practical railroad managers has been and still is adverse to its adoption and use. No attempt has yet been made by any railroad corporation in this State or in New England to even give this type of coupler a trial; neither is there in New England any type of automatic coupler in use to-day. Whether the aforesaid action of the Master Car Builders' Association was premature or not, no sufficient excuse remains to-day for still using the old-fashioned draw-bar and link and pin couplings, thereby subjecting train-men to the dangers incident to coupling cars with that device.

Among the thousands of automatic couplings which have been invented, there are now many, which upon tests and trials, are shown to be practical. This, too, is true as to the type of coupler recommended by the Master Car Builders'

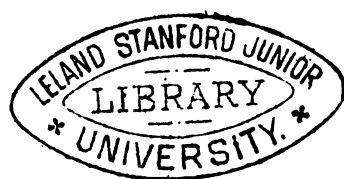


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General officers.....	4,739
Office clerks.....	20,817

Station agents.....	24,171
Other station men.....	58,037
Engine-men	30,217
Firemen.....	31,993
Conductors.....	20,953
Other train-men.....	55,160
Machinists.....	25,214
Carpenters	33,244
Other shop-men.	75,959
Section foremen.....	25,539
Other track-men.....	145,401
Switch-men, flag-men and watch-men....	33,044
Telegraph operators, and despatchers....	16,937
Employes, floating employment.....	6,998
All other employes.....	80,080
Not distributed.....	16,240
Total	704,743

Of the above number of employes, statistics show the startling fact that 1,972 were killed and 20,028 injured during the year ending June 30, 1889, as follows:

	Killed.	Injured.
Coupling and uncoupling cars.....	300	6,757
Falling from trains and engines	493	2,011
Overhead obstructions.....	65	296
Collisions	167	820
Derailments	125	655
Other train accidents.....	189	1,016
At highway crossings	24	45
At stations.....	70	699
Other causes	539	7,729
	1,972	20,028

The above figures disclose the dangerous nature of railway employment. As appears, there is one death for every 357 employes, and one injury for every thirty-five employes, or if we confine it to train-men only, that is to say, engineers,

firemen, conductors, and other train-men, railway accidents are the occasion of one death for every 117 employes, and of one injury for every twelve men employed. That this number of men employed in railway service should be killed or maimed in one year is appalling and seems unreasonable and unnecessary if trains were equipped with such modern appliances as are now at hand. The above statistics show that few accidents occur by reason of defective tracks or bridge structures of railroads. The number of passengers, above mentioned, which are carried safely by the railways of the country yearly, is evidence that the physical condition of railroads is generally well maintained. The great danger to travelers by railroads, is not that railways are improperly constructed or maintained; but by reason of mismanagement and the carelessness and incompetency of employes. Nearly every railroad accident to trains of which we read, can be directly attributed to the above mentioned causes. What is true in respect to the accidents throughout the country is true as to our own State.

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In connection with the statistical facts above given, as to accidents to employes on railroads, vast numbers of whom as we have shown, are yearly being killed, maimed and otherwise injured, we are led to inquire must this slaughter of our strong, active young men be permitted to continue? Is there no remedy? Can it be said that we have acquired a perfect system of railroading in this country when out of 704,743 employes, 1,972 are killed and 20,028 injured yearly, of whom many of the latter class are maimed and crippled for life?

Doubtless very many of these accidents occur by reason of the carelessness of these persons or of their coemployes;

but from the nature of the accidents above enumerated, we can not doubt that, if such modern appliances and inventions, as are now available, were used, many of the lives and limbs of operatives on railroads would be saved.

It is not a little surprising, that when the dangers to trainmen are so great, so many young men are willing to engage in such hazardous employment, especially when we consider the average wages paid for such employment and the slight chances of future promotion for care and faithfulness in the discharge of their duties.

It appears from the report of the Bureau of Industrial and Labor Statistics of Maine, that the average monthly wages paid is as follows :

Engineers	\$69 46
Firemen.....	41 45
Passenger Conductors.....	59 56
Freight Conductors.....	60 17
Brakemen	39 96

From the above, it is clear that it is not because greater wages are paid for such service, that young men are induced to risk their lives and limbs in such employment.

By the laws of many of our states (though not in Maine), railroad companies are held legally liable for physical damage to their employes, though resulting from causes beyond the reasonable control of executive management. In England, a workman (in railroad or other hazardous service), when injured or his legal representative, in case the injury results in death, has the same right of compensation and remedies against the employer, as if he had not been a workman nor engaged in the services of the employer, though the law is carefully guarded and is only effective under certain conditions and circumstances. In view of the dangers to which these men are subjected, and the fact that railroad corporations, under our laws, are exempted from liability, is it not clearly the duty of railroad corporations to use all the means within their power, and adopt every device that will in any

manner lessen the dangers to which these employes are daily exposed? And in addition, we again repeat what we said in our report for 1889 upon this subject.

“As a means of promoting the efficiency of railroad employes, and to stimulate them to faithfulness in the discharge of their duties, we believe it would be wise for railroad managers to adopt a system of grading in each department, with a corresponding compensation for each grade. Where the lives of the traveling public and the property of the corporation depend for their preservation upon the experience, care and faithfulness, in the discharge of the duties, with which almost every employe is necessarily entrusted, none too great care can be exercised in their selection. Neither is it just to the employe who has for years exercised skill, care and faithfulness in the discharge of every duty entrusted to him, to have nothing held up, to which he may attain, as a reward for exercising such skill and faithfulness, by way of increased pay or promotion. We are confident that if some such policy as above outlined, should be adopted by railroad officials and managers, greater efficiency would be secured, and a better feeling would exist between employer and employe.”

AUTOMATIC COUPLERS.

As has already been shown, during the year ending June 30, 1889, out of 138,323 train-men in the United States, 300 were killed and 6,757 injured in coupling and uncoupling cars. In no other branch of the service are men exposed to so much danger. Generally the link and pin coupler of by-gone days is still in use. Brakemen are still compelled to go between freight cars to couple or uncouple them.

Hardly a day passes but on taking up a newspaper, we see the account of an accident to some one who has been killed or severely injured in so doing. In our last report, we said that “While satisfactory progress is being made in the operation of railroads and trains in most respects, little, if any, is being made in the methods of coupling freight cars

in this or in other states. Statistics show that the seemingly unnecessary mutilation and loss of life of men engaged in coupling and uncoupling freight cars, still goes on."

The above statement is applicable to the present situation. So far as appears, no progress is being made in this State, nor throughout the country, in the substitution of automatic freight car couplers in place of the link and pin. As we stated in our former report, we believe the action of the Master Car Builders' Association in adopting the Janney Type of coupler was premature and ill advised; not because that type of coupler was without merit, but because no coupler of that type had been invented or was in use at the time of its adoption, but that when subjected to practical or physical tests, failed to meet the requirements of the service. This fact was clearly shown by the report of tests made by competent mechanical engineers shortly after said adoption. Since that time several railroad corporations, especially in the West, have followed the recommendations of this association, in adopting that type of coupler; but so far as we can learn, no coupler of the vertical plane type, so far used, has given satisfaction by reason of structural weakness. For some cause, whatever it may be, the attitude of practical railroad managers has been and still is adverse to its adoption and use. No attempt has yet been made by any railroad corporation in this State or in New England to even give this type of coupler a trial; neither is there in New England any type of automatic coupler in use to-day. Whether the afore-said action of the Master Car Builders' Association was premature or not, no sufficient excuse remains to-day for still using the old-fashioned draw-bar and link and pin couplings, thereby subjecting train-men to the dangers incident to coupling cars with that device.

Among the thousands of automatic couplings which have been invented, there are now many, which upon tests and trials, are shown to be practical. This, too, is true as to the type of coupler recommended by the Master Car Builders'



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PART I.

STATE OF MAINE.

To Honorable E. C. Burleigh, Governor of Maine:

The Railroad Commissioners respectfully submit their thirty-second annual report.

Unlike the acts creating Boards of Railroad Commissioners in many other states, in which the Commissioners' powers and duties relate mainly to the regulation of traffic on railroads, the original act creating a Board of Railroad Commissioners in Maine, had for its object and was entitled "An act to secure the safety and convenience of travelers on railroads". And while many additional powers and duties have been imposed upon the Board by subsequent acts relating to other matters, we trust we have not, in the discharge of our multifarious duties, lost sight of the prime object for which the Board was created.

SAFETY OF TRAVELERS ON RAILROADS.

Absolute safety to travelers by any mode of conveyance, cannot be secured; neither can railroads be so constructed and operated that travel on them will be entirely safe. Still by reason of inventive genius, approved methods, and the experience of those in charge, the danger to travelers on railroads has been greatly reduced.

The number of persons who are killed or injured, while riding on railroads in comparison with the number who travel, is exceedingly small. Although it is but sixty years

since the first passenger railroad in America, a little road running from Albany to Schenectady, N. Y., a distance of sixteen miles, was constructed, the report of the statistician to the Interstate Commerce Commission, stated, on the 30th day of June, 1889, the railway mileage of the United States to be 157,758.83 miles; the number of passengers carried during that year, 472,171,343; the aggregate number of miles traveled 11,553,820,445, which shows an average journey of 24.47 miles for each passenger.

Of the above number of passengers carried, 310 were killed and 2,146 more or less injured, as follows:

	Killed.	Injured.
Collisions.....	107	445
Derailments	28	389
Other train accidents.....	26	247
At highway crossings.....	3	16
Stations	26	295
Other causes.....	120	754
	<hr/> 310	<hr/> 2,146

It will be seen from the foregoing statistics, that notwithstanding the vast number of passengers carried, the number of miles traveled, and the demands for swift locomotion and transportation made upon railroads, which is the most speedy mode of travel now in use, and as appears, as safe as other modes, comparatively few have been, in any way injured.

This freedom from accidents to passengers on railroads, is not realized by employes. In connection with the railroad system of the country there are 704,743 workers, the most of whom are men. It is estimated that independently of stockholders, the railroads of the United States provide a living for 3,000,000 persons, or about one in twenty-two of the total population of the country, and these employes are distributed among the various sub-employments of the railway industry as follows:

General officers.....	4,739
Office clerks.....	20,817

Station agents.....	24,171
Other station men.....	58,037
Engine-men.....	30,217
Firemen.....	31,993
Conductors.....	20,953
Other train-men.....	55,160
Machinists.....	25,214
Carpenters.....	33,244
Other shop-men.	75,959
Section foremen.....	25,539
Other track-men.....	145,401
Switch-men, flag-men and watch-men....	33,044
Telegraph operators, and despatchers....	16,937
Employes, floating employment.....	6,998
All other employes.....	80,080
Not distributed.....	16,240

Total	704,743
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Of the above number of employes, statistics show the startling fact that 1,972 were killed and 20,028 injured during the year ending June 30, 1889, as follows:

	Killed.	Injured.
Coupling and uncoupling cars.....	300	6,757
Falling from trains and engines	493	2,011
Overhead obstructions.....	65	296
Collisions.....	167	820
Derailments.....	125	655
Other train accidents.....	189	1,016
At highway crossings.....	24	45
At stations.....	70	699
Other causes.....	539	7,729
	1,972	20,028

The above figures disclose the dangerous nature of railway employment. As appears, there is one death for every 357 employes, and one injury for every thirty-five employes, or if we confine it to train-men only, that is to say, engineers,

firemen, conductors, and other train-men, railway accidents are the occasion of one death for every 117 employes, and of one injury for every twelve men employed. That this number of men employed in railway service should be killed or maimed in one year is appalling and seems unreasonable and unnecessary if trains were equipped with such modern appliances as are now at hand. The above statistics show that few accidents occur by reason of defective tracks or bridge structures of railroads. The number of passengers, above mentioned, which are carried safely by the railways of the country yearly, is evidence that the physical condition of railroads is generally well maintained. The great danger to travelers by railroads, is not that railways are improperly constructed or maintained; but by reason of mismanagement and the carelessness and incompetency of employes. Nearly every railroad accident to trains of which we read, can be directly attributed to the above mentioned causes. What is true in respect to the accidents throughout the country is true as to our own State.

The physical condition of railroads in Maine is well maintained and no accident of a serious nature has occurred for many years to trains that could be reasonably attributed to defects in construction or want of repair in track or bridge structures.

RAILROAD EMPLOYES.

In connection with the statistical facts above given, as to accidents to employes on railroads, vast numbers of whom as we have shown, are yearly being killed, maimed and otherwise injured, we are led to inquire must this slaughter of our strong, active young men be permitted to continue? Is there no remedy? Can it be said that we have acquired a perfect system of railroading in this country when out of 704,743 employes, 1,972 are killed and 20,028 injured yearly, of whom many of the latter class are maimed and crippled for life?

Doubtless very many of these accidents occur by reason of the carelessness of these persons or of their coemployes;

but from the nature of the accidents above enumerated, we can not doubt that, if such modern appliances and inventions, as are now available, were used, many of the lives and limbs of operatives on railroads would be saved.

It is not a little surprising, that when the dangers to trainmen are so great, so many young men are willing to engage in such hazardous employment, especially when we consider the average wages paid for such employment and the slight chances of future promotion for care and faithfulness in the discharge of their duties.

It appears from the report of the Bureau of Industrial and Labor Statistics of Maine, that the average monthly wages paid is as follows :

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From the above, it is clear that it is not because greater wages are paid for such service, that young men are induced to risk their lives and limbs in such employment.

By the laws of many of our states (though not in Maine), railroad companies are held legally liable for physical damage to their employes, though resulting from causes beyond the reasonable control of executive management. In England, a workman (in railroad or other hazardous service), when injured or his legal representative, in case the injury results in death, has the same right of compensation and remedies against the employer, as if he had not been a workman nor engaged in the services of the employer, though the law is carefully guarded and is only effective under certain conditions and circumstances. In view of the dangers to which these men are subjected, and the fact that railroad corporations, under our laws, are exempted from liability, is it not clearly the duty of railroad corporations to use all the means within their power, and adopt every device that will in any

manner lessen the dangers to which these employes are daily exposed? And in addition, we again repeat what we said in our report for 1889 upon this subject.

“As a means of promoting the efficiency of railroad employes, and to stimulate them to faithfulness in the discharge of their duties, we believe it would be wise for railroad managers to adopt a system of grading in each department, with a corresponding compensation for each grade. Where the lives of the traveling public and the property of the corporation depend for their preservation upon the experience, care and faithfulness, in the discharge of the duties, with which almost every employe is necessarily entrusted, none too great care can be exercised in their selection. Neither is it just to the employe who has for years exercised skill, care and faithfulness in the discharge of every duty entrusted to him, to have nothing held up, to which he may attain, as a reward for exercising such skill and faithfulness, by way of increased pay or promotion. We are confident that if some such policy as above outlined, should be adopted by railroad officials and managers, greater efficiency would be secured, and a better feeling would exist between employer and employe.”

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As has already been shown, during the year ending June 30, 1889, out of 138,323 train-men in the United States, 300 were killed and 6,757 injured in coupling and uncoupling cars. In no other branch of the service are men exposed to so much danger. Generally the link and pin coupler of by-gone days is still in use. Brakemen are still compelled to go between freight cars to couple or uncouple them.

Hardly a day passes but on taking up a newspaper, we see the account of an accident to some one who has been killed or severely injured in so doing. In our last report, we said that “While satisfactory progress is being made in the operation of railroads and trains in most respects, little, if any, is being made in the methods of coupling freight cars

in this or in other states. Statistics show that the seemingly unnecessary mutilation and loss of life of men engaged in coupling and uncoupling freight cars, still goes on."

The above statement is applicable to the present situation. So far as appears, no progress is being made in this State, nor throughout the country, in the substitution of automatic freight car couplers in place of the link and pin. As we stated in our former report, we believe the action of the Master Car Builders' Association in adopting the Janney Type of coupler was premature and ill advised; not because that type of coupler was without merit, but because no coupler of that type had been invented or was in use at the time of its adoption, but that when subjected to practical or physical tests, failed to meet the requirements of the service. This fact was clearly shown by the report of tests made by competent mechanical engineers shortly after said adoption. Since that time several railroad corporations, especially in the West, have followed the recommendations of this association, in adopting that type of coupler; but so far as we can learn, no coupler of the vertical plane type, so far used, has given satisfaction by reason of structural weakness. For some cause, whatever it may be, the attitude of practical railroad managers has been and still is adverse to its adoption and use. No attempt has yet been made by any railroad corporation in this State or in New England to even give this type of coupler a trial; neither is there in New England any type of automatic coupler in use to-day. Whether the aforesaid action of the Master Car Builders' Association was premature or not, no sufficient excuse remains to-day for still using the old-fashioned draw-bar and link and pin couplings, thereby subjecting train-men to the dangers incident to coupling cars with that device.

Among the thousands of automatic couplings which have been invented, there are now many, which upon tests and trials, are shown to be practical. This, too, is true as to the type of coupler recommended by the Master Car Builders'

Association, by reason of inventions and improvements made since the adoption of that type by that association, therefore this slaughter of train-men should cease. Railroad corporations should immediately select and adopt some one of these safety appliances we have mentioned, without waiting to be compelled to do so by law. If delayed longer it will and ought to arouse in the people of this country a feeling of intense indignation.

HEATING PASSENGER, MAIL AND BAGGAGE CARS.

In obedience to the provisions of Chapter 275 of the Public Laws of 1889, railroad corporations have generally discarded the use of what would reasonably be termed common stoves, for heating passenger, mail and baggage cars, and steam direct from the locomotive, has been generally substituted as a means of heating, though other methods of heating but little safer than the common stove, are still in use on many railroads in this State. While this fact would seem to be a violation of the provisions of the statute, which is being permitted by the Board, we can only give as an excuse the one we gave in our last annual report, viz :

“The Board upon investigation, found that a statute, similar to the one enacted in this State, had been in force in the states of Massachusetts and New Hampshire, and that the Railroad Commissioners of those states had approved all methods of heating cars, other than by what might be called ‘common stoves.’ As the railroad system of this State is so closely connected with those of Massachusetts and New Hampshire, and as passenger, mail and baggage cars are daily being exchanged, it did not seem to this Board to be wise or expedient to adopt a rule or regulation as to approvals, differing from that adopted in those other states, acting under like or similar statutes.

The Board, therefore, feeling that, as the method of heating cars was necessarily in a transitional and experimental state, and that the best methods of heating may not yet have

been devised, determined to temporarily approve all methods which had been approved by the commissioners of the above named states, and such other heaters as railroad corporations might desire to use, other than common stoves."

On investigation the present year, the Board found that practically the same condition of things still existed. No material change in the laws of those states had been made, nor in the approvals of methods of heating. Accordingly feeling that it would be unwise to attempt the enforcement of a different rule from that adopted by the commissioners of those states, while cars were being exchanged and passing daily from the jurisdiction of one state to another, we have again temporarily approved the methods of heating above mentioned.

That heating by steam is the safest and best method yet devised, we have little doubt; but in many particulars, as now applied and regulated, it is far from being satisfactory. One can suffer from excessive heat as well as from excessive cold. A certain amount of heat is required to make a passenger car comfortable. If the pipes, which, by the methods now in use, extend along the floor and sides of the car, convey the requisite amount of steam to warm the car, the person who is obliged to sit along side and over them, is apt to be far from comfortable. A method of heating our dwelling houses, by direct steam, arranged in such a manner, that some member of the family would have to sit on top of the radiator, would not ordinarily be considered a satisfactory arrangement. That the requisite amount of heat from steam taken from the locomotive to heat an ordinary train of cars, can be obtained without material detriment to the motive power, has been sufficiently demonstrated. How to distribute and regulate such heat, so as to make each passenger in the car comfortable, is not so well known. We mention these facts in this connection, merely to show that while by the use of steam for heating purposes, the danger to passengers from fires is eliminated, there is yet much to be done

by way of application of the system, to make travel in ordinary passenger cars comfortable.

We are pleased to be able to state that the consolidated Car Heating Company, whose system is generally in use in this State and in New England, recognize the importance of a perfect circulating system and are constantly making improvements thereon. At a hearing given by the Board, on the twelfth day of August last, to all interested in the matter of heating passenger, mail and baggage cars, J. S. McLeod, the inventor, and now the president of the "Car Heating and Ventilating Company," appeared and explained a system of heating and ventilating passenger cars, by a circulation of air forced through a coil of pipes in the smoke-box of the locomotive by pumps operated by steam from the boiler. His explanation of said system was exceedingly interesting and if found practicable, may become a substitute for the modes now in use.

A strict construction and enforcement of the statutes of 1889, would compel all railroad corporations to remove all common stoves from their cars, whether used or not. In this climate we do not think it would be wise to be entirely without means of heating cars in case of a disconnection of the locomotive from the train. True, auxiliary heaters other than common stoves might be provided for such emergencies, but being merely for temporary use, corporations providing them would be subjected to an unnecessary expense and inconvenience. We therefore recommend a change in the statute in that respect.

ELECTRIC AND HORSE RAILROADS.

Under special charters, several companies have been created, and electric and horse railroads have been constructed and put in operation in this State, within the past two or three years. Much of the general statute law respecting railroads, is not applicable to these roads, and having been granted special rights and privileges, said companies, in some in-

stances, have claimed to be exempt from all the statute enactments, which have been deemed necessary for the protection and safety of travel on steam railroads. That the above mentioned roads are railroads within the meaning of the term, there can be no doubt; but being located on other located ways, all statutory enactments relating to location and crossing of other ways, by railroads, cannot apply. By the construction of these railroads across the tracks of steam railroads at grade, such crossings have become doubly dangerous to public travel. The Board of Railroad Commissioners having limited jurisdiction, has no power to make or enforce any regulations respecting such dangerous crossings.

As many of these railroads are now being constructed in our cities and large villages some statutory regulations should be enacted for the better protection of the public.

NEW RAILROADS.

During the past year, about forty-two miles have been added to the railroad mileage of the State as follows:

The Dexter & Piscataquis, now a portion of the Maine Central, a line running from Dexter to Foxcroft, a distance of 16.54 miles.

The Kennebec Central, a narrow guage line of railroad running from Randolph, opposite the city of Gardiner, to the National Home for disabled volunteer soldiers in the town of Chelsea, a distance of five miles.

The Augusta, Hallowell & Gardiner, an Electric Street Railroad, a line running from and through the city of Augusta, the city of Hallowell, the town of Farmingdale and to the city of Gardiner, a distance of seven miles.

An extension of the Bangor Street Railway, through several streets in that city and to and through the city of Brewer, a distance of 3.95 miles.

Also the Somerset extension from Embden to Bingham 10.06 miles.

LEGISLATION.

Section 14 of Chapter 51 of the Revised Statutes provides that "A railroad corporation for the location, construction, repair and convenient use of its road, may purchase, or take and hold, as for public uses, land and materials in and upon it; but the land so taken shall not exceed four rods in width unless necessary for excavation, embankment or materials". Section 16 of said Chapter provides that "Any railroad corporation may also purchase or take and hold, as for public uses, land for borrow and gravel pits, necessary tracks, side tracks, stations, wood sheds, repair shops, and car, engine and freight houses".

Each and all of the objects above mentioned, were deemed essential to the maintenance of the roads and the business carried on by the corporations. It is as essential to have the necessary material to construct and maintain a railroad as it is to have conveniences to carry on the business, or officers of the road after it has been constructed. To construct or maintain a railroad, gravel pits are essential. These cannot always be found on the line of the road or within the limits mentioned in Section 14 above quoted. To procure such necessary material, railroad companies are often obliged to go a mile or more outside of the located limits of their railroads.

Unless they can purchase a right of way thereto, they cannot avail themselves of it. Even if such right of way can be procured by purchase, it often becomes necessary to lay the track to such pits across a highway. There is now no provision of law that permits them so to do. Section 18 of said Chapter, provides that "Any railroad corporation under the direction of the Railroad Commissioners, may locate, construct and maintain branch railroad tracks to any mills or manufacturing establishments in any town or township, but not within any city through which the main line of said railroad is constructed, without the consent of the city council, and for that purpose said corporation shall have all the powers

and rights granted, and be subject to all the duties imposed upon it by its charter".

It would seem to be as important to provide means to maintain the railroad as it is to facilitate the business of the road. Both are essential and equally so. We would therefore suggest that said Section be amended so as to include said pits, to reach which such spur tracks may be constructed.

We would also suggest and recommend that Section 60 of Chapter 51 of the Revised Statutes be amended so that the annual returns hereafter made by each railroad corporation to the Railroad Commissioners, shall cover the year ending June 30th, instead of September 30th, and that said returns shall be made by September 1st, instead of December 1st, as now provided. These being the dates fixed by the statutes of nearly all the other states, and in accordance with the requirements of the Interstate Commerce Commission as to returns made thereto.

Railroad corporations are constantly subjected to loss and annoyance from the wanton destruction and mutilation of crossing signs, whistle signs and mile posts along the lines of their railroads. These are all erected for the protection of the traveling public and the guidance of employes on railroads.

It may be deemed necessary to enact some statute fixing a penalty for the wanton destruction of same.

RAILROAD MAP.

Accompanying this report will be found a map of the State, which the Board has caused to be prepared during the past year, showing the location of the several railroads.

The work has been done under the supervision of Wm. A. Allen, Esq., Chief Engineer of the Maine Central Railroad.

Great care has been taken in preparation, to accurately show the railroad system of the State, as it now exists, and we trust the work will give general satisfaction to all interested.

The plates on which the map has been engraved will be preserved for future use, and such changes as shall become necessary from time to time can be made thereon.

ACCIDENTS IN MAINE.

During the year ending September 30, 1890, the following accidents occurred on railroads in Maine :

Kind of Accident.	Employees.		Passengers.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling cars	1	8	-	-	-	-	1	8
Falling from trains and engines	3	2	1	-	1	-	5	2
Collisions	-	-	-	-	-	-	-	-
Derailements	-	-	-	2	-	-	-	2
At highway crossings	-	-	-	-	-	2	-	2
At stations	-	2	-	-	2	-	2	2
Trespassers	-	-	-	-	2	3	2	3
Jumping from trains	1	-	-	1	-	1	1	2
Attempting to get on moving trains . .	-	1	-	-	1	-	1	1
Other causes	4	-	-	1	1	3	5	4
	9	13	1	4	7	9	17	26

Physical Condition of Railroads in Maine.

AUGUSTA, HALLOWELL AND GARDINER RAILROAD. (ELECTRIC.)

This road was built this year and is located through the main streets of Augusta, and extends along the county road, and through the streets of Hallowell and Farmingdale to a point near the passenger station of the Maine Central Railroad at Gardiner.

The track is laid with steel rails, and well secured; the road-bed is generally well graded, but is too narrow in several places, and should be widened and ditched. The bridges are wooden trestles and pile structures, fairly well built. The crossings of the Maine Central Railroad, at the foot of Rines' hill in Augusta and Loudon hill in Hallowell, are dangerous, and every precaution should be adopted to guard against accidents. The rolling stock is first-class. The company have a good car-house and workshop at Hallowell. The road is carefully operated and under good management.

BANGOR AND PISCATAQUIS RAILROAD—Including Katahdin Iron Works Branch.

From Old Town to Milo Junction, the road-bed is in good condition, well ditched and drained. The track is laid with steel rails, well aligned, surfaced and ballasted. The bridges across the Penobscot river have been rebuilt within the last two years in a substantial manner, and the masonry is in good condition. Five hundred tons of new steel rails have been laid between Dover and Greenville, making about fifty and one-half miles of steel on the main line. The remainder is iron, and will soon need renewal. The road-bed from Milo Junction to Greenville, is fairly well ditched and drained, and the track is fairly aligned, surfaced and ballasted. One long

high trestle bridge between Abbot and Blanchard has been fully repaired.

The station buildings at West Cove are convenient and of modern design and construction; others are old style but comfortable, and sufficient to accommodate the business of the road.

The Katahdin Iron Works branch has been much improved during the past season. The road-bed in many places has been ditched, widened, and raised. The track has been aligned, surfaced and ballasted. Many new ties have been laid. One truss bridge across Pleasant river has been rebuilt, and the truss bridges at Milo village and Hueston brook, repaired. Several trestle bridges have been rebuilt, and others repaired. The station buildings are in fair condition.

BANGOR STREET RAILROAD. (ELECTRIC).

This road is located in and runs through the principal streets of Bangor, and to the town line between Bangor and Hampden. The road has been extended during the past season, in Bangor and along the main street in the city of Brewer. The track is laid with rails, thirty-five pounds to the yard, well secured and in good condition. The road has been in successful operation since May 21, 1889.

BIDDEFORD AND SACO RAILROAD. (HORSE).

This road extends through the main streets of Biddeford and Saco, and along the county road from Saco to Old Orchard Beach. The road is well built and has been in successful operation more than two years. That portion of the road located in the streets of Saco and Biddeford is in very good condition, but that portion between Saco and Old Orchard Beach needs widening, and should be filled with gravel between the rails. The company have a well arranged and comfortable stable in Saco, where the horses are well cared for. The cars are first-class and kept in good repair.

BOSTON AND MAINE RAILROAD.

The Western Division of the Boston and Maine Railroad in this State includes that portion of the road between Portland and Salmon Falls, and the branch road from Kennebunk to Kennebunkport.

The road-bed of the main line remains in the same good condition as stated in our report of last year. The track is laid with heavy steel rails and is fairly aligned and surfaced, but might be improved. Twenty-five thousand new ties have been laid during the past season. Extensive repairs have been made on the granite arch bridge across the Kennebunk river. At Saco the tracks have been raised in the yard, and new platforms built. At Biddeford the passenger station building has been enlarged and greatly improved. The bridges with the exception of the pile bridges at Portland and Scarboro' are first-class iron structures, supported on abutments and piers of first-class masonry. The station buildings are modern in style and construction, and maintained in a very neat and comfortable condition.

The branch from Kennebunk to Kennebunkport is mainly in good condition. The road-bed is fairly well ditched and drained. The track is well aligned, surfaced and ballasted. Four good stone culverts have been built, and embankments are being made over them in place of the pile bridges at these points. The station buildings are in good order.

The road from Portland to Portsmouth forms a part of the Eastern Division of the Boston and Maine Railroad. The road-bed is wide, well ditched and drained. The track is laid with heavy steel rails, upon good sound ties, and is very well aligned and surfaced. The bridges with the exception of the pile bridges at Portland and Portsmouth, and the two pile bridges across the Great Works stream between North Berwick and Conway Junction, are iron superstructures resting upon first-class masonry, and are in good order. The two last named bridges are not in keeping with the other

portions of the road. The smaller open waterways and culverts are spanned by iron I-beams.

The station buildings are maintained in good condition.

The Portsmouth, Great Falls and Conway Railroad forms a part of the Northern Division of the Boston and Maine Railroad, and extends from the Eastern Division at Conway Junction to North Conway, New Hampshire, connecting at the last named point with the Portland and Ogdensburg, or Mountain Division of the Maine Central Railroad. Two and ninety-two hundredths miles only are within the limits of this State. The road-bed is fairly well ditched and drained. The track is laid with steel rails. The ties are mostly good.

The station buildings are in good order. The rolling stock of the Boston and Maine Railroad is first-class on all divisions.

BRIDGTON AND SACO RIVER RAILROAD, (NARROW GAUGE).

This road extends from Bridgton to a junction with the Mountain Division of the Maine Central at Hiram. It has been greatly improved during the past year. The track is laid with steel rails upon good sound ties, and well ballasted. The road-bed is fairly well ditched and drained.

Boyd's trestle has been rebuilt, and Wood pond trestle repaired. Ingalls wooden trestle, repaired. Robinson's Cove trestle rebuilt. Backnipping brook; new granite culvert and embankment made over it. Rafting-ground brook; new granite abutments, and sixty-one feet of trestle filled with earth and stone. Small's culvert; new iron tube; forty-five feet of trestle filled. Iron tubes have been laid at two other points, and forty-five feet of trestle filled. The trestle bridge at Hiram Junction has been repaired. Six thousand yards of ballast has been put under the track and a large amount of filling done. Six thousand two hundred new ties have been laid.

The station buildings are fairly good and comfortable. The rolling stock is good.

CANADIAN PACIFIC RAILROAD.

This road crosses the west line of this State, at Township No. 2 Eighth Range, north about fifteen miles east of Lake Megantic in Canada, and continues on through a comparatively unsettled country, to the north shore of Attean pond, and along the shore of the above-named pond, to the south shore of Holeb pond, to a point about one mile south of Moose River village, continuing its course along the south shore of Long pond and Moose river, through an unsettled country, where it reaches the westerly shore of Moosehead lake, at the Western Outlet, about twelve miles north of the junction of the road with the Bangor and Piscataquis Railroad, at West Cove. From West Cove it continues along about one-half mile south of Greenville village, to the outlets of Wilson and Ship ponds and thence to Brownville, where it crosses and forms a junction with the Bangor and Katahdin Iron Works Railroad. From Brownville the line continues, mostly through an unsettled country touching the shores of Schoodic and Sebois lakes, to a junction with the Maine Central Railroad at Mattawamkeag.

Total length of road in this State, 144.50 miles. This road is well constructed. The road-bed is wide, well graded, ditched and drained. The rails are steel (sixty pounds to the yard) laid on ties of uniform length, sound and good, and are remarkably well aligned and surfaced. Many of the principal truss and trestle bridges are constructed of steel, resting upon abutments, and piers of first-class masonry.

Some of the smaller water-ways are spanned by iron plate girders, and others by good wooden truss and trestle bridges, or stone culverts. A large amount of ballast has been placed upon the road, many excavations reduced, and embankments raised and widened. New station buildings have been built at Lowelltown, and at West Cove, Greenville.

FRANKLIN AND MEGANTIC RAILROAD. (Gauge two feet).

This road extends from Strong to Kingfield. At our examination, we found some improvements were being made, two stone culverts had been built, and three of the long trestle bridges between Salem and Kingfield, were being filled with earth, making solid embankments. The road-bed is of good width, and generally well ditched. The track is laid with steel rails, (twenty-five pounds per yard) upon good ties, and is fairly aligned, surfaced and ballasted. The station buildings and rolling stock are in fair condition.

FRYEBURG HORSE RAILROAD.

This road is in good condition. The track is laid upon good stringers, secured by cross ties. The road has proved very convenient for passengers arriving at Fryeburg or departing by the Maine Central Railroad, particularly in the summer season, when the many places of interest in the vicinity of Fryeburg are visited by tourists.

GRAND TRUNK RAILWAY.

Eighty-two and one-half miles of this railroad is within the limits of Maine. The Lewiston and Auburn and Norway branches are operated by the Grand Trunk Railway Company. The road-bed is wide, well ditched and drained. The track is in good line and surface, and well ballasted. The bridges are (with few exceptions), iron structures of approved designs. The bridge masonry is generally first-class. The station buildings are in fair condition, but should be improved. Five miles of new steel rails and 45,000 new ties have been laid this year. New abutments have been built at Swift's Creek, South Paris. The Lewiston and Auburn, and Norway branches are maintained in equally good condition, and compare favorably with the main line.

GREEN MOUNTAIN RAILWAY, (MOUNT DESERT).

This road extends from the shore of Eagle lake to the summit of Green Mountain, and is 6,300 feet in length, attaining an altitude of about sixteen hundred feet. The road is operated during the summer season only. It is carefully managed and maintained in a safe condition. No accident has occurred since it has been in operation. The rolling stock is in good order, and well adapted to the service required of it.

HOULTON BRANCH RAILROAD, (N. B. R'y System).

Extends from Debec Junction of the New Brunswick Railway in New Brunswick, to Houlton, Maine, eight miles; three miles within the limits of this State. This road is in good condition. The track is laid with steel rails upon good ties, well aligned, surfaced and ditched. There are no bridges, and only two small culverts within the limits of this State.

In compliance with the suggestion made in our report of last year, a new passenger station building is being erected, and a track built to it, at a point nearer and more convenient to the village of Houlton.

The rolling stock is good.

KENNEBEC CENTRAL RAILROAD, (gauge two feet).

This road extends from the town of Randolph to the Soldiers' National Home at Togus, and was opened for travel July 1890.

The road-bed is wide, well graded, and fairly well ditched.

The track is laid with steel rails upon good ties fairly aligned, surfaced and ballasted. As there is no gravel suitable for ballast found on or near the line of the road, the ballast is hauled by teams a long distance, and deposited at points on the line, to be reloaded on the cars, and distributed along the track.

The bridges are all wooden superstructures, resting upon good masonry. A very tasty and modern style passenger station has been built on the grounds of the Soldiers' Home at Togus, also freight house, and coal sheds. A new and convenient passenger station building, freight house, turntable, and coal shed has been built at Randolph. The rolling stock is first-class.

LIME ROCK RAILROAD.

This is a comparatively new road built in and around the city of Rockland, for the purpose of transporting lime rock from the quarries in Rockland and Thomaston to the kilns on the shore. The road is maintained in good condition, and is being improved from year to year. The road-bed has been widened and raised at several points and a fair amount of ditching has been done. The track is laid with steel rails, upon good ties, and is well aligned, surfaced and ballasted. One-half mile of new steel rails have been laid this year. The wooden trestle bridges on the main line and along the shore, are built of hard pine timber, in a very safe and substantial manner, and would be very creditable structures on any road.

LEWISTON AND AUBURN HORSE RAILROAD.

During the past year an addition to this road, called the belt line has been built, extending through the streets of Auburn.

The new line crosses the Lewiston and Auburn branch of the Grand Trunk Railway, near the Auburn station, adding greatly to the convenience of the citizens of Auburn, and others going to and from that station. The track on Main street, Lewiston, has been relaid with new rails and ties, and is much improved.

The tracks through the streets of said city are for the most part in good condition; but the road-bed and track on the

Lake Auburn line, are in poor condition, and need extensive repairs.

A new car house is in process of building at Lewiston.

MAINE CENTRAL RAILROAD, BRANCHES AND LEASED LINES.

The road-bed from Portland via Augusta and Waterville, to Bangor, is well ditched and drained. The track is laid with heavy steel rails upon good sound ties of equal length, and is well aligned, surfaced and ballasted. That portion of the road between Portland and Brunswick is entitled to especial mention and commendation. The wooden truss approaches to the iron bridge over the Androscoggin river, between Brunswick and Topsham, have been replaced, the west end by an iron deck plate girder, forty-five feet in length, and the east, by an iron deck lattice bridge, ninety-two feet in length. At Clinton, between Waterville and Burnham, the wooden pile and truss bridge has been removed, and first-class granite abutments built, and an iron deck plate girder placed upon them. There are only three wooden bridges left upon this line between Portland and Bangor; these are the trestle and truss bridges at Gardiner, and the pile bridge at Etna bog, which, with the exception of the Etna bog bridge will probably be rebuilt the coming summer. The following named new buildings have been erected at different points; a new freight house, coal shed, carpenter shop and blacksmith shop, at Brunswick; engine house at South Gardiner; freight house at Gardiner; passenger station at Farmingdale; storehouses for lumber, employes' building, and addition to coal shed at Waterville; new freight house at Benson, and passenger and freight building at Etna. From Bangor to Vanceboro, the road-bed is in good condition, wide and fairly well ditched. Construction trains have been run two months, engaged in raising and widening the road-bed and ballasting the track. Four and one-half miles of new steel rails, sixty-seven pounds per yard, have been laid, between Bangor and Old Town, and 43,000 ties along the whole line. Portions

of several pile bridges have been filled with earth, and others repaired. A new iron deck plate girder has taken the place of the wooden truss bridge at Lincoln Center. Crossuntic pile bridge 144 feet in length at Kingman, has been re-built. A new passenger station building and freight house has been built at Veazie, a freight house at Costigan, a passenger station at Wytopitlock, and a boiler house at Vanceboro. The road from Cumberland Junction via Auburn, Lewiston and Waterville to Skowhegan is in good condition. The road-bed is wide and well built. The track is laid with steel rails and is in good line and surface, and is well ballasted. All the wooden bridges have been replaced by iron structures. New abutments of first-class masonry have been built at the brook near Leeds Junction, and an iron plate girder placed upon them. The abutments at Martin stream, near Pishon's Ferry, have been repaired, and an iron plate girder placed upon them. Several stone culverts are being rebuilt on the line of road. The freight house at Skowhegan has been enlarged. The road from Bath to Lewiston compares favorably with the main line. The track is laid with steel rails on good ties, well aligned, surfaced and ballasted. The road-bed is wide and generally well ditched; the bridges are mostly wooden structures, some of which are being replaced with iron, resting upon good solid masonry. The road-bed and track between Crowley's Junction and Leeds Junction have been somewhat improved, and are in fair condition, but need more new rails, ties and ballast. The bridges, culverts and open water ways are in good condition. From Leeds Junction to Farmington, the track is laid with steel rails, and a large number of new ties have been placed in it the past season. The alignment and surface is fairly good, and the track is well ballasted. The road-bed is generally well ditched and drained. The bridges are mostly wooden structures, and with the exception of the long pile bridge at Farmington, which is being rebuilt, are in good condition. There is one long iron truss bridge of two spans over Dead stream in Leeds. The masonry is

generally good. A new engine house and freight house have been built at Bath.

Belfast Branch: The track has been much improved by replacing several miles of the old iron rails, with steel, and by laying many new ties. The track is fairly well aligned, surfaced and ballasted. The road-bed has been widened and ditched; the bridges are wooden structures, and are in good condition. The masonry is mainly second-class. The station buildings at Belfast are modern in style and arrangement; others along the line are old style, fairly comfortable and convenient.

Dexter and Newport Branch: During the last year the track has been relaid with steel rails, and many new ties. The track is fairly well aligned, surfaced and ballasted. The road-bed has been widened and ditched. The bridges are wooden structures and in good order. The station buildings are in good condition. A new freight house has been built at Corinna.

Dexter and Piscataquis Railroad. This road diverges from the Dexter and Newport road, at a point about one mile south of Dexter Village, and continues on through the village of Dexter, to Dover and Foxcroft. The road was opened for traffic in December, 1889. The track is laid with steel rails and is in fair alignment and surface. The road-bed was built very narrow and poorly graded; but during the past season, construction trains have been employed in widening and raising it, and ballasting the track. Much has been accomplished, and more remains to be done. The wooden trestle at Dexter, 1,147 feet in length, is well built and in good condition. The bridge over the Piscataquis river at Dover and Foxcroft, is an iron deck lattice bridge of three spans, each one hundred feet in length. In addition to this there are five deck plate girder bridges at the crossing of streams along the line, varying from 26.5 to 54 feet in length. The station buildings are new, of good design, and well arranged for the comfort and convenience of passengers. This road connects at Foxcroft with the Bangor & Piscataquis Railroad.

The Eastern Maine Branch, from Bangor to Bucksport, has been somewhat improved during the past year, by widening, raising and ditching the road-bed, on portions of the line ; but much more is required. The track is in fair alignment and surface. A considerable amount of ballasting has been done. The long wooden bridge over the Penobscot river at Bangor, and the smaller bridges are in good condition. About sixty tons of steel rails, and six thousand new ties have been laid. The station buildings at Brewer and Bucksport, are convenient and comfortably arranged ; others are small ; but sufficient for the accommodation of the business at the points where they are located.

A new station building has been built at South Brewer.

The Maine Shore Branch, from Bangor to Mt. Desert Ferry, is in all respects in good condition. The track is laid with steel rails, well surfaced, aligned and ballasted. The ties are good and sound, 18,000 of which have been laid the past season.

The road-bed has been widened, raised and ditched at points where it was needed. The bridges are all iron structures ; five through plate girders have been added this year, and the long pile bridge at Mt. Desert Ferry has been filled with stone and earth, making a solid embankment. The station buildings are modern in style and construction, and are well maintained. A new coal shed has been built at Penobscot Junction, and a freight house at Green Lake.

MOUNTAIN DIVISION OF MAINE CENTRAL RAILROAD,
(formerly Portland and Ogdensburg).

This road extends from Portland, Maine, to Lunenburg, Vermont, 110 miles, 51 miles in Maine. Many improvements have been made upon this Division during the past season. The road-bed has been widened, raised and thoroughly ditched. The track is in good line, well surfaced and ballasted ; four miles of new steel rails, and 35,000 new ties have been laid. New granite abutments have been built

at the Basin, and iron stringers placed upon them; new abutments of first-class masonry are being built at the crossing of the Presumpscot river at Newhall, and an iron bridge is to be put upon them, in place of the wooden pile bridges now in use. A new iron bridge is in process of building at the crossing of Saco river, in Hiram. Other bridges along the line of the road are in good condition. A new telegraph office and store-room combined has been erected at Thompson's Point. A very tasty, well arranged and modern style passenger station building has been erected at Sebago lake, and new passenger and freight buildings at Mattock's station. Other station buildings along the road have received necessary repairs. All openings and waterways upon the Maine Central system, requiring spans of twenty-five feet or more, are classed as bridges, and in addition to the new iron bridges before mentioned, fifteen old wooden structures have been replaced with iron stringers of substantial design at other points in this State. Many new side tracks have been built, and others extended, the length of which together with the description and amount of the rolling stock will be found in the tabulated returns on another page of this report. The rolling stock is first-class.

MONSON RAILROAD, (two feet guage).

This road extends from the junction with the Bangor and Piscataquis Railroad at Abbot, to Monson. As we have before stated, this is a narrow gauge built for the purpose of developing the state quarries and transporting the product to the Bangor and Piscataquis Railroad at Abbot. The road is in good order for both passenger and freight train service. The track is laid with steel rails, mostly upon good sound ties, and is well ballasted. The road-bed is wide and fairly well built. There are no bridges, and only a few small waterways and culverts upon the road, all in fair condition; some have been repaired this year. The rolling stock is good for the service required, and no injury to persons or property has occurred.

NEW BRUNSWICK RAILWAY SYSTEM—Aroostook River Railroad.

This road extends from the boundary line to Presque Isle. At our examination, we found that the road-bed had been widened and raised at several points along the line, and for the most part, well ditched and drained. The track is laid with steel rails on good ties, well ballasted, and is in good line and surface. The bridges are wooden, mostly crib and trestle structures, generally in good condition, several are being rebuilt or repaired. The station buildings are mostly new, convenient and comfortable.

ORCHARD BEACH RAILROAD.

This road extends from the station of the Boston & Maine Railroad, along the beach to the mouth of the Saco river, and is operated during the summer months only. The track is in fair line and surface, and is in safe condition to serve the purposes for which the road was constructed. There is but one bridge upon the road, a wooden pile structure, and this has been rebuilt this season. Open observation cars are run during the warm season affording comfort and amusement to the visitors at Old Orchard.

PORTLAND AND ROCHESTER RAILROAD.

This road extends from Portland, Maine, to Rochester, New Hampshire. The track is laid with steel rails mostly upon sound and good ties and is well ballasted. The alignment and surface are fairly good; but are hardly up to the standard of last year. One hundred and fifteen tons of steel rails, and twelve thousand six hundred cedar ties; twenty new sets of switch ties; twenty safety switches, and an equal number of new frogs have been laid this season. Nine thousand three hundred and seventy-four feet of side track have been built. The road-bed is of good width, and fairly well ditched, but more ditching is needed. The bridge over the Saco river at Bar Mills, is an iron truss resting upon granite abutments

and piers. The bridge at Skaker pond, Alfred, is a first-class iron plate girder, supported upon first-class masonry. The other important bridges at Springvale, and East Rochester, and smaller ones at different points along the road are wooden structures, a portion of them nearly new, and all in good condition. The smaller waterways and open culverts are spanned by iron I-beams. The marginal way is in safe condition; but the road-bed should be widened and protected with rip-rap, and the sluice ways rebuilt. Among the additions and improvements made this year, is the building of a new wharf, with a frontage of seventy feet on tide water, to accommodate the coal traffic of the road. Four hundred and sixty-five cubic yards of stone bulkhead has been laid on the marginal way. Several thousand dollars have been expended in filling lands on Somerset street, Portland, to provide accommodations for freight business. The overhead bridge at Gorham has been fully repaired. Six miles of barbed wire fence and five hundred and fifty feet of snow fence has been built. The station buildings are in good condition, and kept clean and comfortable. Large additions have been made to the rolling stock, which is first-class. The road has been safely operated and no serious accident has occurred to the trains.

PORTLAND RAILROAD, (Horse).

During the past season, this road has been extended from Congress street on Munjoy hill, through Atlantic, Wilson, Beckett streets, and the Eastern Promenade to Fort Allen, a distance of 2,301 feet. The track is laid with steel side-bearing rails, 45 lbs. to the yard, and the road-bed thoroughly built and paved.

This extension has proved profitable, as the fine views of Casco Bay and the Islands, obtained at the terminus, attracts many visitors to that point. The entire road through the streets of Portland and extending outside of the city limits, is in good condition, and well managed. Fifty-two tons of

new T rails thirty-five (35) pounds to the yard, have been laid on the Deering line.

The company own 265 horses, an increase over last year of forty-two. Three new cars have been built at the shops of the company, and the rolling stock is kept in good repair.

PENOBSCOT SHORE LINE RAILROAD.

(Formerly the Knox and Lincoln). This road extends from Bath to Rockland. During the last year the Knox and Lincoln Railroad has been purchased by a new company, and the title changed to the Penobscot Shore Line Railroad, and it is now operated by that company. The track of the road is laid with steel rails, and the ties are generally sound and good. Since the new company took possession of the road, a large amount of money has been expended upon it, for material and labor. Many new ties have been laid, the track aligned, surfaced and ballasted, and the road-bed widened, raised and ditched, presenting a greatly improved appearance. Some of the bridges along the line have been repaired and strengthened. While the road has been maintained in a safe condition up to the time of its sale, it was thought that the prospect of increased traffic, and consequently heavier rolling stock, demanded a corresponding increase in the strength of bridges along the line. Early last summer, the Commissioners being in doubt in regard to the condition of the wooden crib work supporting the masonry under the long truss bridge over the Sheepscot river at Wiscasset, and fearing that the timbers might be badly eaten by the worms, instituted a careful examination of that portion of the crib work built under water. A diver was employed to make a close examination, and report to the Commissioners. The report was not entirely satisfactory, and two other divers, one from Portland, the other from Boston, were employed by the railroad company. Each reported that the outer timbers of the crib work were considerably eaten by worms, but not so badly as to endanger the bridge, and recommended rip-raping around

the piers, to secure their stability, and prevent further damage by the worms. This work was immediately commenced, good progress has been made and it will be continued to completion.

The station buildings are being repaired, and some new ones built. The rolling stock is good, some additions having been made this year.

ROCKPORT RAILROAD.

This road was built for the purpose of transporting lime rock from the quarries, located in the interior of the town, to the kilns at the village, and is used for that purpose only. The track is laid with steel rails upon good ties, and during the past season has been partially aligned, surfaced and ballasted. The road-bed has been widened and raised with lime rock chips, and some of the trestles filled with the same material. Some ditching has been done and more is required.

RUMFORD FALLS AND BUCKFIELD RAILROAD.

This road extends from Canton to a junction with the Grand Trunk Railway at Mechanic Falls. The track is twenty-seven miles in length, twenty-two of which are laid with steel, and five miles with iron rails. One hundred and ten tons of steel rails, and six thousand ties have been laid this year. The track is well aligned, surfaced and ballasted. The road-bed is generally of good width and well ditched. A construction train has been run this season for the purpose of clearing the ditches, widening and raising the road-bed, and ballasting the track. Ryerson pile bridge has been rebuilt and a new deck put on the truss bridge at Buckfield. The station buildings are well maintained, and the rolling stock is good.

SANDY RIVER RAILROAD. (Gauge two feet).

This road is located on the north side of Sandy river between Farmington and Phillips, and is eighteen miles in length. Six miles of the track are laid with steel rails and are in good condition, the remainder is laid with iron rails, badly worn, and a large portion of them should be replaced with new rails. The track is fairly well aligned, surfaced and ballasted. Six thousand new ties have been laid. The road-bed has been somewhat improved by widening, raising and ditching, but much of it is still too narrow. Several of the wooden trestle bridges have been replaced by earth embankments, and others repaired and strengthened.

The wooden truss bridge, spanning the Sandy river at Phillips, which was destroyed last summer by a heavy wind, has been replaced by an iron truss bridge. The station buildings are in fair condition. The rolling stock good.

SEBASTICOOK AND MOOSEHEAD LAKE RAILROAD.

The track of this road is laid with steel rails, upon good ties, and is fairly aligned, surfaced and ballasted. The road-bed is narrow and should be widened, raised, and ditched in many places. There is one wooden trestle bridge upon the road, and that is in fair condition. Several of the culverts have been rebuilt or repaired. The station buildings are fairly good and convenient. Rolling stock fair. The road has been carefully operated, and no accident has occurred.

SOMERSET RAILROAD.

This road now extends from Oakland to Bingham. During the past season it has been extended from Embden to Bingham. The line crosses the Kennebec river at Carratunk Falls, about one mile north of Solon village, and follows the course of the river on the east shore to Bingham. The bridge spanning the river at Carratunk Falls, is an iron-truss resting

upon first-class masonry. The track from Oakland to Bingham is in good line, well surfaced and ballasted, the road-bed wide and fairly well ditched. About one-half of the rails are steel, and the remainder iron. The ties are generally good, five thousand have been laid on the older portion of the road this year. New and convenient station buildings have been erected at Solon and Bingham. The rolling stock is in good order.

ST. CROIX AND PENOBSCOT RAILROAD.

This road extends from Calais to Princeton, twenty-two miles ; seventeen miles in Maine, five miles in the Province of New Brunswick. As has been stated before, this road is used mostly for the transportation of lumber from the mills on the St. Croix river to the wharves at Calais. A mixed train is run at a very low rate of speed for the accommodation of passengers. The track is in bad line, and surface, and poorly ballasted. The road-bed is narrow and needs raising. Four thousand new ties have been laid this season, but many more new ties and rails are needed. The bridges are all wooden structures, and maintained in safe condition. The station buildings are fairly good, and the rolling stock adapted to the purposes for which it is used.

WATERVILLE AND FAIRFIELD HORSE RAILROAD.

This road has been in operation three years. It is located along the main streets of Waterville ; the county road between Waterville and Fairfield, and the principal street of the last named village. The road is well built, and maintained in good condition. The company has a large and comfortable stable and car house near the terminus at Fairfield. The road is carefully and economically managed, and has proved a profitable investment. The cars are first-class and kept in good order.

WHITNEYVILLE AND MACHIASPORT RAILROAD.

This road is used for the transportation of lumber from the mills at Whitneyville, to Machiasport, and is not inspected by the Commissioners.

YORK HARBOR AND BEACH RAILROAD.

This road branches from the Eastern Division of the Boston and Maine Railroad, at Kittery station, and extends to York Harbor and Beach. The road has been in operation three years. The track is laid with steel rails, upon good ties and well aligned and surfaced, and during the past season, has been well ballasted. Construction trains have been employed this year in widening, raising and ditching the road-bed, and filling trestle bridges. The pile and trestle bridges are well maintained. The station buildings are wooden and tasty in design and construction, and kept in good condition. The rolling stock is first-class.

IN GENERAL.

It is gratifying to be able to state that the physical condition of railroads in Maine has, during the past year, been well maintained, and we now think that lines of railroad in Maine will compare favorably with those in other states, and that the past year has been one of unusual prosperity to all.

Respectfully submitted,

D. N. MORTLAND,	} <i>Railroad</i>	
A. W. WILDES,		} <i>Commissioners</i>
ROSCOE L. BOWERS,		

AUGUSTA, December 11, 1890.

Railroads in Maine.

	Miles in Maine.	Length of line operated.
Augusta, Hallowell & Gardiner Railroad (Electric)	7.	7.
Bangor & Piscataquis—Old Town to Greenville... .. 76.50 }	95.40	95.40
Katahdin Branch		
Bangor Street Railroad	7.13	7.13
Boston & Maine Railroad:		
Western Division	44.	1210.03
Eastern "	50.76	
Northern "	2.92	
Kennebunk & Kennebunkport.. ..	4.50	
Bridgton & Saco River Railroad	16.	16.
Biddeford & Saco Railroad (Horse)	5.72	5.72
Canadian Pacific Railway	144.50	5219.40
Franklin & Megalloway Railroad	15.	15.
Fryeburg Horse Railroad	3.	3.
Grand Trunk Railway:		
Portland to Boundary	82.60	4560.
Lewiston Branch	5.50	
Norway Branch	1.50	
Green Mountain Railway	1.13	1.13
Kennebec Central Railroad	5.	5.
Knox & Lincoln	50.	50.
Lewiston & Auburn Horse Railroad	7.70	7.70
Lime Rock Railroad	8.	8.
Maine Central Railroad:		
Portland to Vanceboro via Augusta, 250.90 }	607.29	740.72
Cumberland Junction to Skowhegan, 91.20		
Bath to Lewiston and Farmington.. .. 76.30		
Belfast Branch		
Dexter Branch		
Bucksport Branch		
Stillwater Branch		
Enfield Branch		
Mt. Desert Branch and Steam Ferry ..		
Portland to Lunenburg		
Dexter to Foxcroft		
Upper Coos & Herford		
	740.72	
Monson Railroad	6.16	6.16
New Brunswick Railway:		
Houlton Branch	29.20	438.30
Aroostook River Railroad	3.	
Orchard Beach Railroad	3.	3.
Portland & Rochester Railroad	49.	52.50
Portland Railroad (Horse)	11.31	11.31
Rockport Railroad	3.	3.
Rumford Falls & Buckfield Railroad	26.77	26.77
Sandy River Railroad	18.	18.
Sebasticook & Moosehead Railroad	8.	8.
Somerset Railway	41.06	41.06
St. Croix & Penobscot Railroad	16.25	21.
Whitneyville & Machiasport Railroad	7.50	7.50
Waterville & Fairfield Horse Railroad	3.36	3.36
York Harbor & Beach Railroad	11.27	11.27
	1401.53	

PART II.

ABSTRACT

OF

Returns of Railroad Companies

FOR THE YEAR

ENDING SEPTEMBER 30 1890.

**Report of the Augusta, Hallowell & Gardiner Railroad Company,
From July 26th to September 30 1890.**

(Electric).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$9,916 37	
Total expense (including taxes).....	2,265 22	
Net income.....		\$7,551 15
Balance September 30 1890.....		7,551 15
ANALYSIS OF EARNINGS.		
From local passengers.....		9,816 37
Total income from all sources.....		9,836 37
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous, including conductors and motor-men.....		2,265 22
Total expenses.....		2,265 22
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Total for construction.....		108,236 26
Net addition to property account for the year..		108,236 26
BALANCE SHEET—ASSETS.		
Construction account.....		108,236 26
Equipment account included in construction account.....		
Other permanent investments (as follows).....		1 000 00
Land at Hallowell.....	\$1,000 00	
Profit and loss balance (if deficit).....		145,763 74
Total assets.....		255,000 00
BALANCE SHEET—LIABILITIES.		
Capital stock.....		150,000 00
Funded debt.....		100 000 00
Unfunded debt (as follows).....		5,000 00
Notes payable.....	\$5,000 00	
Total liabilities.....		255,000 00
MILEAGE, TRAFFIC, &C.		
Average number of persons employed.....		31
DESCRIPTION OF ROAD		
Length of main line of road from Augusta to Gardiner.....		7 miles.
Length of main line of road in Maine.....		7 "
Total length of road belonging to this company.....		7 "
Aggregate length of sidings and other tracks not above enumerated..		1 mile.
Same in Maine.....		1 "
Rails, weight per yard.....		40 lbs.

EQUIPMENT.

Number of passenger cars owned..... 9

NAME AND RESIDENCE OF OFFICERS.

President—J. Manchester Haynes, Augusta, Me.

Superintendent—E. K. Day, Hallowell, Me.

Treasurer—Geo. E. Macomber, Augusta, Me.

Clerk of Corporation—Henry G. Staples, Augusta, Me.

Name and Residence of Directors Last Elected—J. Manchester Haynes, Augusta, Me.
Geo. E. Macomber, Augusta, Me. J. F. Hill, Augusta, Me. E. C. Allen, Augusta,
Me. H. G. Staples, Augusta, Me. W. B. Ferguson, Malden, Mass. A. F. Gerald,
Fairfield, Me.

Proper Address of the Company—Augusta, Hallowell and Gardiner Railroad Com-
pany, Augusta, Maine.

GENERAL INFORMATION.

Number of crossings at which gates or flagmen are maintained..	2
Number of railroad crossings at grade (specifying each).....	2
Louden hill, Hallowell.	
Rines' hill, Augusta.	
Number of railroad crossings over other railroads (specifying each)..	2
Maine Central Railroad at Loudon hill, Hallowell.	
Maine Central Railroad at Rines' hill, Augusta.	
RATES OF FARE, &c.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company.....	01.3 c-nts.
Average rate of fare per mile received from all passengers.....	01.3 "
CAPITAL STOCK.	
Capital stock authorized by charter.....	\$150,000 00
Capital stock authorized by votes of company	120,000 00
Capital stock issued: number of shares, 1,200; amount paid in.....	\$24,000 00
DEBT.	
Funded debt, as follows.....	100,000 00
Bonds due, \$100,000.00; rate of interest, 6 per cent; interest paid on same during year	\$3,000 00
Total amount of funded debt	100,000 00

**Report of the Atlantic & St. Lawrence Railroad Company, for the
Year Ending June 30 1890.**

(Leased to Grand Trunk Railway Company).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$1,063,757 63	
Total expense (including taxes).....	844,197 12	
Net income.....		\$219,560 51
Interest accrued during year.....		480,602 00
Balance for the year, deficit.....		261,041 49
ANALYSIS OF EARNINGS.		
From local passengers.....		\$176,004 98
From through passengers (to and from other roads).....		97,493 16
From express and extra baggage.....		18,695 39
From mails.....		20,511 21
Total earnings from passenger department.....		\$12,704 74
From local freight.....		303,896 02
From through freight (to and from other roads).....		444,849 18
Total earnings from freight department.....		748,745 20
Total transportation earnings.....		1,061,449 94
Rents for use of property.....		2,307 69
Total income from all sources.....		1,063,757 63
ANALYSIS OF EXPENSES.		
Taxes.....		\$16,344 21
Traffic expenses.....		228,715 88
General charges.....		14,775 97
Miscellaneous expenses.....		8,147 87
Maintenance and renewal of way and buildings.....		195,469 01
Repairs of locomotives.....		281,943 48
New locomotives.....		
Repairs of passenger, mail and baggage cars.....		76,633 34
New passenger, mail and baggage cars.....		
Rent of rolling stock.....		20,167 36
Total expenses.....		844,197 12
BALANCE SHEET—ASSETS.		
Construction account.....		\$8,484,000 00
Total assets.....		8,484,000 00
BALANCE SHEET—LIABILITIES.		
Capital stock.....		5,484,000 00
Funded debt.....		3,000,000 00
Total liabilities.....		8,484,000 00
MILEAGE, TRAFFIC, ETC.		
Passenger train mileage.....		298,463
Freight-train mileage.....		501,723
Mixed train mileage.....		153,209
Other train mileage.....		279,084
Total train mileage.....		1,232,479

MILEAGE, TRAFFIC, ETC.—*Concluded.*

Number of local passengers (including season).....	238,854
Number of through passengers, to and from other roads.....	106,805
Total number of passengers.....	345,659
Local passenger mileage (local passengers carried one mile).....	5,398,279
Through passengers mileage (through passengers carried one mile) ..	5,471,850
Number tons of local freight carried... ..	308,459
Number tons through freight carried, to and from other roads.....	614,645
Total number tons freight carried.....	923,104
Local freight mileage, tons local freight carried one mile	21,527,283
Through freight mileage, tons through freight carried one mile	76,861,043
Average weight of passenger trains, exclusive of passengers.....	161 tons.
Average number of cars in passenger trains.....	5
Average weight of freight-trains, exclusive of freight.....	261 tons
Average number of cars in freight train.....	20
Average number of persons employed.....	872
DESCRIPTION OF ROAD.	
Length of main line of road from Portland to Island Pond.....	149.58
Length of main line of road in Maine.. ..	82.60
Length of main line of road in New Hampshire	52.06
Length of main line of road in Vermont.....	14.93
Branches owned by company.....	1.25
Total length of branches owned by company	1.25
Total length of branches owned by company in New Hampshire	1.25
Total length of road belonging to this company	150.83
Aggregate length of sidings and other tracks not above enumerated..	32.60
Same in Maine.....	18.77
Aggregate length of track, computed as single track.....	183.43
Same in Maine.....	101.37
Total length of steel rails in tracks.....	149.58
Weight per yard, 65 lbs ; number of miles	149.58
Total miles of road operated by this company	150.83
Total miles of road operated by this company in Maine.....	82.60
Number of stations in Maine on all roads operated by this company..	21
Number of telegraph offices in same.....	14
Number of stations on all roads owned by this company	35
Same in Maine	21

EQUIPMENT.

Number of locomotives allotted	50
Number of passenger cars allotted.....	25
Number of baggage, mail and express cars allotted.....	17
Number of freight-cars (basis of 8 wheels); no special number allotted to this company.	

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers..	-	1	-	-	-	1	-	-
Employees..	-	5	-	-	-	6	-	-
Others.....	1	2	-	-	1	2	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

1889				
July 13.	J. McLellan.....	Lewiston Junction,	Employee. Fell from train.	Injured.
July 22.	I. S. Walker	Portland.....	Employee. Coupling.....	Injured.
Aug. 8.	O. I. Kimball....	Pownal.....	Other. Other cause.....	Injured.
Aug. 8.	I. S. Watts.....	Pownal.....	Other. Other cause.....	Injured.
Aug. 8.	A. M. Russell ...	Pownal.....	Other. Other cause.....	Injured.
Aug. 9.	N. Perrington ...	South Paris	Employee. Coupling	Injured.
1890.				
Jan. 28.	O. R. Robinson ..	Mechanic Falls ...	Employee. Coupling	Injured.
April 17.	J. Whitney	South Paris	Employee. Coupling	Injured.
July 19.	W. Geary	Portland.....	Other. Fell from train....	Killed.

NAME AND RESIDENCE OF OFFICERS.

President—Sir Joseph Hickson, Montreal, Can.

Vice President—Philip H. Brown, Portland, Me.

Treasurer—W. W. Duffett, Portland, Me.

Clerk of Corporation—F. R. Barrett, Portland, Me.

Name and Residence of Directors Last Elected—Sir Joseph Hickson, Montreal, Can. Philip H. Brown, Portland, Me. Sir Alexander T. Galt, Montreal, Can. H. J. Libby, Portland, Me. F. R. Barrett, Portland, Me. Geo. P. Wescott, Portland, Me. F. K. Swan, Portland, Me. W. L. Putnam, Portland, Me. W. W. Duffett, Portland, Me.

Proper Address of the Company—Atlantic and St. Lawrence Railroad Company, Portland, Me.

**Report of the Bangor & Piscataquis Railroad Company, for the
Year Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income..	\$188,485 25	
Total expense (including taxes)	116,658 26	
Net income		\$71,826 99
Interest accrued during year.....		83,750 00
on funded debt..... \$73,750 00		
Rent of Bangor and Katahdin Iron		
Works Railway..... 10,000 01		
Balance for the year, deficit		12,023 01
ANALYSIS OF EARNINGS.		
From local passengers		\$30,765 21
From through passengers (to and from other roads).....		40,264 46
From express and extra baggage		1,981 23
From mails		7,076 37
Total earnings from passenger department		80,087 27
Local freight.....		29,562 31
Through freight (to and from other roads)		78,578 84
Total earnings from freight department		108,141 15
Total transportation earnings.....		188,228 42
Income from all other sources (specifying same):.....		256 83
Rents	\$156 83	
Interest	100 00	
Total income from all sources.....		188,485 25
ANALYSIS OF EXPENSES.		
Taxes		386 90
General salaries, office expenses, and miscellaneous		6,554 07
Insurance.....		1,220 65
Telegraph expenses		320 00
Repairs of road		26,052 65
Steel rails, less received for old, 501 tons laid ..		7,411 88
New ties, number laid (27,802).....		5,654 10
Repairs of bridges		4,792 91
Repairs of buildings.....		3,131 12
Repairs of machine-shops and machinery.....		96 73
Repairs of fences, road crossings and signs.....		196 64
Repairs of locomotives		5,630 78
Fuel, locomotive power.....		14,229 86
Water and water stations		542 13
Oil and waste		1,047 76
Repairs of passenger, mail and baggage cars		3,810 79
Salaries, wages and incidentals of passenger trains		9,898 67
Salaries, wages and incidentals of passenger stations.....		4,928 08
Repairs of freight cars		4,897 70
Damages and gratuities freight		167 96
Salaries, wages and incidentals of freight trains		9,888 66
Salaries, wages and incidentals of freight stations.....		4,928 07
Freight car mileage (debit balances).....		880 15
Total expenses		116,658 26

BALANCE SHEET—ASSETS.

Construction account	\$1,601,690 33
Equipment account	110,200 07
Cash item (as follows):.....	26,780 07
Cash	\$ 8,658 99
Due from agents and companies.....	18,121 08
Other assets (as follows):.....	9,004 11
Materials and supplies.....	\$5,609 45
Debit balances	3,394 66
Profit and loss balance (if deficit)	155,857 30
Total assets.....	1,903,531 88

BALANCE SHEET—LIABILITIES.

Capital stock	\$ 357,148 50
Funded debt	1,225,000 00
Unfunded debt (as follows):.....	321,383 38
Interest unpaid.....	\$320,724 59
Vouchers and accounts.....	658 79
Total liabilities	1,903,531 88

MILEAGE, TRAFFIC, &C.

Passenger train mileage	108,559
Freight-train mileage	62,751
Switching train mileage	11,113
Other train mileage	8,468
Total train mileage.....	190,891
Number of local passengers (including season)	44,486
Number of through passengers, to and from other roads.....	26,998
Total number of passengers	71,484
Local passenger mileage (local passengers carried one mile)	860,217
Through passenger mileage (through passengers carried one mile)...	1,168,073
Number tons of local freight carried	28,286
Number tons through freight carried, to and from other roads.....	50,603
Total number tons freight carried.....	78,889
Local freight mileage (tons local freight carried one mile)	528,223
Through freight mileage (tons through freight carried one mile)....	2,159,402
Average number of persons employed	125

DESCRIPTION OF ROAD.

Length of main line of road from Old Town to Greenville.....	76 5
Length of main line of road in Maine.....	76.5
Total length of road belonging to this company	76.5
Aggregate length of sidings and other tracks, not above enumerated .	5.1
Same in Maine	5.1
Aggregate length of track, computed as single track.....	81.6
Same in Maine	81.6
Total length of steel rails in tracks.....	51.
Weight per yard, 52 lbs.; number of miles.....	14.
Weight per yard, 56 lbs.; number of miles.....	37.

DESCRIPTION OF ROAD—*Concluded.*

<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract</i>	
Bangor & Katahdin Iron Works Railway, length	18.9
Total length of above road	18.9
Total length of above road in Maine	18.9
Total miles of road operated by this company	95.4
Total miles of road operated by this company in Maine.....	95.4
Number of stations in Maine on all roads operated by this company. .	21
Number of telegraph offices in same	18
Number of stations on all roads owned by this company.....	17
Same in Maine	17

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives	2	6	8
Number of passenger cars.....	2	6	8
Number of baggage, mail and express cars.....	1	3	4
Number of freight-cars (basis of 8 wheels)....	20	94	114
Number of other cars.....	-	1	1

NAME AND RESIDENCE OF OFFICERS.

President—E. B. Nealley, Bangor, Me.

Superintendent—Arthur Brown, Bangor, Me.

General Freight Agent—Arthur Brown, Bangor, Me.

General Passenger Agent—Arthur Brown, Bangor, Me.

Treasurer—H. W. Blood, Bangor, Me.

Clerk of Corporation—H. W. Blood, Bangor, Me.

Name and Residence of Directors Last Elected—E. B. Nealley, C. L. Marston, John Cassidy, L. J. Morse, Isaac Strickland, Chas. P. Stetson, B. B. Thatcher, N. C. Ayer, Bangor, Me. A. M. Robinson, Dover, Me.

Proper Address of the Company—Bangor and Piscataquis Railroad Company, Bangor, Maine.

**Report of the Bangor Street Railway Company for the Year Ending
September 30 1890.**

(Electric).

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$34,070 87	
Total expense (including taxes)	20,239 12	
Net income		\$13,831 75
Interest accrued during year:		5,199 73
on funded debt	\$5,199 73	
Balance for the year, surplus		8,632 02
Balance at commencement of year	\$8,034 86	
Balance at commencement of year		8,034 86
Balance September 30 1890		16,666 88
ANALYSIS OF EARNINGS.		
From local passengers		\$34,070 87
Total income from all sources		34,070 87
ANALYSIS OF EXPENSES.		
Taxes		\$ 353 63
General salaries, office expenses, and miscellaneous		2,659 06
Insurance		451 38
Repairs of road		1,358 90
Removing ice and snow		391 62
Cleaning and repairing equipment		2,445 29
Fuel, locomotive power		4,861 00
Oil and waste		292 31
Damages and gratuities to passengers		150 00
Salaries conductors and motor-men		7,275 93
Total expenses		20,239 12
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Superstructure, including rails		\$35,370 96
Engine-houses, car-sheds and turn-tables and power station		51,093 93
Total for equipment		57,044 29
Net addition to property account for the year		143,509 18
BALANCE SHEET. ASSETS.		
Construction account		\$290,954 30
Equipment account		129,975 69
Cash item (as follows):		39,815 04
Cash	\$ 1,193 13	
Due from agents and companies	38,621 91	
Total assets		460,744 93
BALANCE SHEET. LIABILITIES.		
Capital stock		\$200,000 00
Funded debt		200,000 00
Notes payable		44,078 05
Profit and loss balance, surplus		16,666 88
Total liabilities		460,744 93

MILEAGE, TRAFFIC, ETC.

Total number of passengers.....	646,258
DESCRIPTION OF ROAD.	
Length of main line of road from East Hampden to Pearl Street.....	3.13
Main Street to Bird's Hill	1.53
To Brewer line	2.50
Total length of road belonging to this company	7.10
Same in Maine.....	7.13

EQUIPMENT.

Number of passenger cars owned 30

LIST OF ACCIDENTS

	From causes beyond their own control. (In Maine).		From their own misconduct or carelessness. (In Maine).		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed	Injured.
Passengers..	-	-	-	-	-	-	-	-
Employees..	-	-	-	1	-	-	-	1
Others.....	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

Mr. Brooks, in the employ of the company, injured while attempting to get on the car in Brewer.

NAME AND RESIDENCE OF OFFICERS.

President—Frederick M. Laughton, Bangor, Me.

General Manager—Frederick M. Laughton, Bangor, Me.

Superintendent—E. Chosrown, Bangor, Me.

Treasurer—Francis H. Clergue, Bangor, Me.

Clerk of Corporation—M. H. Wardwell, Bangor, Me.

Name and Residence of Directors Last Elected—F. M. Laughton, Bangor, Me. F. H. Clergue, Bangor, Me. E. M. Hussey, Bangor, Me.

Proper Address of the Company—Bangor Street Railway, Bangor, Me.

**Report of the Belfast & Moosehead Lake Railroad Company for the
Year Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$36,000 00	
Total expense (including taxes)	129 00	
Net income		\$35,871 00
Rentals.....	\$36,000 00	
Interest accrued during year:.....	7,500 00	
on funded debt	\$7,500	
Dividends declared 3.245 per cent, non-preferred....	12,343 98	
Dividends declared, 6 per cent, preferred.....	16,062 00	35,905 98
Balance for the year, deficit		34 98
Balance at commencement of year, surplus... \$44 21		
Balance at commencement of year as so changed.....		44 21
Balance September 30 1890, surplus		9 23
ANALYSIS OF EARNINGS.		
Rents for use of road		\$36 000 00
Total income from all sources.....		36,000 00
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous.....		\$129 00
BALANCE SHEET—ASSETS.		
Construction account		\$1,118,000 00
Cash.....		9 23
Total assets		1,118,009 23
BALANCE SHEET—LIABILITIES.		
Capital stock.....		\$648,100 00
Funded debt.....		150,000 00
Rental in part to 1885.....		319,900 00
Profit and loss, surplus		9 23
Total liabilities.....		1,118,009 23
DESCRIPTION OF ROAD.		
Length of main line of road from Belfast to Burnham Junction.....		33.13
Length of main line of road in Maine.....		33.13

NAME AND RESIDENCE OF OFFICERS.

President—Charles B. Hazeltine, Belfast, Me.

Treasurer—John H. Quimby, Belfast, Me.

Name and Residence of Directors Last Elected—Charles B. Hazeltine, Belfast, Me. George B. Ferguson, Belfast, Me. Edward Johnson, Belfast, Me. Josiah Mitchell, Belfast, Me. Edward Sibley, Belfast, Me. John G. Brooks, Belfast, Me. Asa A. Howes, Belfast, Me. Wm. C. Marshall, Belfast, Me. Wm. M. Woods, Belfast, Me.

Proper Address of the Company—Belfast & Moosehead Lake Railroad Company, Belfast, Me.

**Report of the Boston & Maine Railroad Company, for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$15,531,190 86	
Total expense (including taxes)	10,567,213 24	
Net income		\$4,963,977 62
Rentals (specifying amount to each company):	2,576,381 03	
Eastern R. R., 8 months	\$51,924 90	
Boston & Lowell R. R.	683,668 99	
Worcester, Nashua & Rochester R. R. .	250,000 00	
Connecticut & Passumpsic River R. R.,	233,000 00	
Manchester & Lawrence R. R.	102,000 00	
Central Massachusetts R. R.	101,500 00	
Portland, Saco & Portsmouth R. R. .	90,300 00	
Nashua & Lowell R. R.	73,000 00	
Lowell & Andover R. R.	52,500 00	
Portsmouth & Dover R. R.	46,140 00	
Portsmouth, Great Falls & Conway R. R.,		
8 months	30,200 00	
Massawippi Valley Railway	36,000 00	
Peterboro' R. R.	35 699 64	
Dover & Winnipisaukee R. R.	29,000 00	
Eastern R. R. in New Hampshire ..	2,500 00	
Stony Brook R. R.	1,125 00	
Wilton R. R.	16,950 00	
Newburyport City R. R.	6,000 00	
West Amesbury Branch R. R. .	5,700 00	
Kennebunk & Kennebunkport R. R. .	2,925 00	
Wolboro' R. R.	2,277 50	
Sundry track rentals	4 050 00	
Northern R. R.—Contract	199,920 00	
Interest accrued during the year	731,301 96	
on funded debt	\$580,544 51	
on other debt	150,757 45	
Dividends declared, 9½ per cent, common stock	665,000 00	
Dividends declared, 3 per cent, preferred stock	94,491 00	4,067,173 99
Balance for the year, surplus		896,803 63
Balance at commencement of year ..	\$1,717,919 92	
Add P., G. F. & C. K. R. Profit & Loss ..	1,027 47	
	1,918,947 39	
Deduct am't credited to		
Equipment fund ..	\$400,000 00	
Injury fund ..	100,000 00	
Sinking fund	100,000 00	600,000 00
	1,318,947 39	
Balance at commencement of year as so changed ..		1,318,977 39
Balance September 30 1890, surplus		2,215,781 02
ANALYSIS OF EARNINGS.		
From local passengers	\$6,148,901 13	
From through passengers (to and from other roads)	1,198,299 65	
From express and extra baggage ..	428,353 84	
From mails	197,553 07	
Total earnings from passenger department	7,973,107 69	

ANALYSIS OF EARNINGS—*Concluded.*

From local freight	\$3,967,635 88
From through freight (to and from other roads)	3,150,947 30
Total earnings from freight department	7,118,583 18
Total transportation earnings	15,091,690 87
Rents for use of road	10,306 73
Income from all other sources (specifying same):	429,193 26
Rents of tenements, land, etc	\$158,177 79
Income from investments	190,107 11
Income from coal hoisting engine	3,791 64
Miscellaneous	77,116 72
Total income from all sources	15,531,190 86
ANALYSIS OF EXPENSES.	
Taxes	\$678,539 80
General salaries, office expenses, and miscellaneous	542,861 26
Insurance	41,003 24
Telegraph expenses	118,594 30
Repairs of road	1,019,176 68
Iron rails (number tons laid, 1,911)	7,476 32
Steel rails (number tons laid, { new, 6,961 } 12,249)	82,183 76
{ old, 5,288 }	
New ties (number laid, 677,025)	207,564 63
Repairs of bridges	360,562 49
Repairs of buildings	} 546,673 73
Repairs of machine-shops and machinery	
Repairs of fences, road crossings and signs	65,624 12
Removing ice and snow	25,361 71
Repairs of locomotives	391,982 17
New locomotives	194,326 05
Fuel, locomotive power	1,170,814 21
Water and water stations	84,581 84
Oil and waste	32,011 52
Switchmen, watchmen, flag and signal men, and agents	1,484,719 67
Repairs of passenger, mail and baggage cars	404,281 06
New passenger, mail and baggage cars	99,586 96
Damages and gratuities to passengers and others	154,224 76
Salaries of passenger train men	391,178 29
Passenger and freight train supplies	88,349 72
Passenger-car mileage (debit balances)	25,023 38
Repairs of freight cars	398,821 05
New freight cars	125,513 17
Damages and gratuities freight, baggage, property and cattle	50,978 40
Salaries of freight-train men	556,456 22
Locomotive service	793,276 35
Station supplies	202,808 67
Freight car mileage (debit balances)	219,657 81
Total expenses	\$10,567,213 24
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR *	
Grading and masonry	\$2,849,830 18
Bridging	2,243,713 38
Superstructure, including rails	3,000,691 59
Land, land damages and fences	5,000,638 26
Passenger and freight stations, wood-sheds and water-stations	2,327,312 26

*Total cost of construction, improvements, etc., of Eastern and Portsmouth, Great Falls & Conway Railroads purchased; and account transferred from improvement account of Boston & Maine and Eastern Railroads, being amount expended from October 1 1883 to June 1 1890.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR—*Concluded.*

Engine-houses, ear-sheds and turn-tables.....	\$423,571 13
Machine shops.....	393,497 86
Engineering, agencies, salaries and other expenses during construction ..	926,102 19
Total for construction ..	\$18,255,417 03
Locomotives (number, 140)	\$898,165 06
Harbor float (number, 1)*	5,000 00
Passenger, mail and baggage cars (number, 312).....	1,078,448 54
Freight and other cars (number, 3,142)	1,076,134 03
Snow plows (number, 18).....	11,766 31
Total for equipment	3,069,513 94
Other expenditures charged to property account (specifying same)...	\$3,916,860 37
Maine Central R. R. stock	\$1,811,500 00
Portsmouth, Great Falls & Conway R. R. stock	551,300 00
Wolfboro' R. R. stock ..	343,400 00
Portland & Rochester R. R. stock	182,050 00
Chelsea Beach ..	38,300 00
Portland, Mt. Desert & Machias Steamboat Co. stock,	15,000 00
Eastern R. R. in New Hampshire, stock ..	900 00
Bar Harbor property	45,104 37
Lands in Manchester, Mass.	3,650 00
" " Revere, ..	23,400 00
" " East Boston, ..	20,625 00
" " Lawrence, ..	30,000 00
" " Malden, ..	2,301 44
St. John Bridge and Railway Extension stock	684 00
York Harbor and Beach R. R. stock	248,550 00
Portland Union Railway Station Co. stock	25,000 00
St. Johnsbury & Lake Champlain Railway bonds ..	430,800 00
stock	3,283 56
Eastern R. R. bonds.....	51,000 00
Franklin & Tilton R. R. stock ..	60,000 00
Newburyport R. R. stock, P. U. R'y station Co. bonds	
sold.	12 00
	25,241,791 34
Reduction in property account, Portland Union Railway Company's	
bonds sold	58,000 00
	25,183,791 34
BALANCE SHEET—ASSETS.	
Construction account	\$27,876,354 66
Equipment account	4,377,693 94
Other permanent investments (as follows):	5,384,329 56
Lands in Dover and Old Orchard.	\$14,132 21
" " Portland	16,467 50
" " Saco.....	15,000 00
" " Somerville	5,800 00
" " Wakefield.....	13,450 00
" " Waltham.....	15,856 12
" " Bar Harbor.....	45,104 37
" " Manchester, Mass.	3,650 00
" " Revere	23,400 00
" " East Boston.	20,625 00
" " Lawrence.....	30,000 00
" " Malden.	2,301 44

*Boston & Maine R. R. proportion one-half, owned jointly with N. Y. & N. E. R. R.

BALANCE SHEET. ASSETS—Concluded.

Other permanent investments—Concluded:		
Stock of Maine Central R. R.	\$1,811,509 00	
“ “ Portsmouth, Great Falls & Conway R. R.	551,300 00	
“ “ Portland & Rochester R. R.	482,050 00	
“ “ Wolfboro' R. R.	343,400 00	
“ “ Dover & Winnipiseogee R. R.	263,144 48	
“ “ York Harbor and Beach R. R.	248,550 00	
“ “ Portland & Ogdensburg R. R.	146,238 80	
“ “ Orchard Beach R. R.	49,624 89	
“ “ Chelsea Beach R. R.	38,360 00	
“ “ Franklin & Tilton R. R.	60,000 00	
“ “ Danvers R. R.	27,445 00	
“ “ Portland Union Railway Station	25,000 00	
“ “ Portland, Mt. Desert & Machias Steamboat Co.	15,000 00	
“ “ St. Johnsbury & Lake Champlain R. R.	4,283 56	
“ “ Eastern R. R. in New Hampshire	900 00	
“ “ St. John Bridge and Extension Co.	684 00	
Bonds in St. Johnsbury & Lake Champlain R. R.	483,300 00	
“ “ Newburyport R. R.	302,511 00	
“ “ Danvers R. R.	125,000 00	
“ “ Eastern R. R.	81,000 00	
“ “ Portland Union Railway Station	50,000 00	
Steamer Mt. Washington and wharves	69,260 24	\$5,384,329 56
Cash item (as follows):		3,216,340 84
Cash	\$1,249,812 88	
Bills receivable	225,963 73	
Due from agents and companies	1,740,564 23	
Other assets (as follows):		3,012,833 48
Materials and supplies	\$1,386,190 71	
Trustees of sinking fund	332,504 30	
Debit balances	321,216 95	
Improvement account of leased roads	972,921 52	
Total assets		43,867,552 48
BALANCE SHEET—LIABILITIES.		
Capital stock	\$16,297,743 80	
Funded debt	17,393,920 31	
Unfunded debt (as follows):	7,627,603 05	
Interest unpaid, not yet due	\$182,094 68	
Interest unpaid, uncalled for	40,604 62	
	\$222,699 30	
Rentals accrued, unpaid	439,504 70	
Dividends unpaid	37,141 75	
Notes payable	2,550,000 00	
Charlestown land mortgage notes	594,800 00	
Vouchers and accounts	1,861,062 76	
Suspense accounts	1,072,403 07	
Boston & Lowell lease account	194,062 71	
Connecticut & Passumpsic River lease account	155,928 82	
Equipment fund	400,000 00	
Injury fund	100,000 00	
Profit and loss balance (if surplus)	2,215,781 02	
Sinking funds for redemption of bonds and improvement fund	332,504 30	
Total liabilities		43,867,552 48

MILEAGE, TRAFFIC, ETC.

Passenger train mileage	5,824,270
Freight-train mileage	3,936,142
Switching train mileage	1,817,758
Other train mileage	356,102
Total train mileage	11,934,272
Number of season-ticket passengers	3,171,720
Number of local passengers (including season)	29,338,093
Number of through passengers (to and from other roads)	984,830
Total number of passengers	30,322,923
Local passenger mileage (local passengers carried one mile)	341,295,482
Through passenger mileage (through passengers carried one mile)	67,198,921
Number tons of local freight carried	3,656,081
Number tons through freight carried (to and from other roads)	3,178,922
Total number tons freight carried	6,835,003
Local freight mileage (tons local freight carried one mile)	162,396,384
Through freight mileage (tons through freight carried one mile)	269,861,901
Average weight of passenger trains (exclusive of passengers)	152 tons.
Average number of cars in passenger trains	5
Average weight of freight-trains (exclusive of freight)	233 tons.
Average number of cars in freight-train	23
Average number of persons employed	9,661
DESCRIPTION OF ROAD	
Length of main line { Boston to Portland, Western Div. . . 115.50 of road from { Boston to N. H. State line, East'n Div. 41.45 Conway Jc to No. Conway, No. Div., 72.86 }	229.81
Length of main line of road in Maine	46.92
Length of main line of road in Massachusetts	78.20
Length of main line of road in New Hampshire	104.69
Length of double track on main line	99.66
Same in Maine	19.82
Branches owned by company:	
Medford Branch, single track	2.
Methuen Branch, single track	2.75 }
Methuen Branch, double track	1.00 }
Great Falls " single "	2.75
East Boston Branch, single track	1.91 }
East Boston " double "	1.56 }
Charlestown " " "	1.09
Saugers " single "	9.65
Swampscott " " "	3.96
Marblehead " " "	3.52
Lawrence " " "	18.25 }
Lawrence " double "	1.64 }
South Reading Branch, single track	8.12
Gloucester " " "	16.94
Essex " " "	6.00
Asbury Grove " " "	1.08
Salisbury " " "	3.79
Total length of branches owned by company	85.89
Total length of branches owned by company in Massachusetts	83.14
Total length of branches owned by company in N. Hampshire, 2.75	

DESCRIPTION OF ROAD—Continued.

Length of double track on branches	5.29
Total length of road belonging to this company	315.70
Aggregate length of sidings and other tracks not above enumerated ..	193.14
Same in Maine	27.28
Aggregate length of track, computed as single track	613.79
Same in Maine	94.02
Total length of steel rails in tracks	454.94
Weight per yard	60 to 72 lbs.
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Name, description and length of each:	
Worcester, Nashua & Rochester R. R.	94.48
Eastern R. R. in New Hampshire	16.08
Portland, Saco & Portsmouth R. R.	50.76
Wolboro' R. R.	12.03
Chelsea Beach R. R.	3.34
Newburyport City R. R.	1.97
Portsmouth & Dover R. R.	10.88
Danvers R. R.	9.26
Newburyport R. R.	26.98
Lowell & Andover R. R.	8.73
West Amesbury R. R.	4.45
Dover & Winnipisaukee R. R.	29.00
Manchester & Lawrence R. R.	22.39
Kennebunk & Kennebunkport R. R.	4.50
Boston & Lowell R. R. and branches	98.09
Nashua & Lowell R. R.	14.50
Stony Brook R. R.	13.16
Wilton R. R.	15.50
Peterborough R. R.	10.50
Manchester & Keene R. R., operated for joint account with Concord & Montreal R. R.	29.59
Central Massachusetts R. R.	98.77
Connecticut & Passumpsic River R. R.	110.30
Massachusetts Valley Railway	36.75
Northern and Concord & Claremont R. R.'s	172.32
Total length of above roads	894.33
Total length of above roads in Maine	55.26
Total length of roads in other States (specifying the same):	839.07
Worcester, Nashua & Rochester R. R. in Massachusetts	39.46
Chelsea Beach R. R. in Massachusetts	3.34
Newburyport City R. R. in Massachusetts	1.97
Newburyport " "	26.98
Danvers " "	9.26
Lowell & Andover " "	8.73
West Amesbury " "	2.13
Boston & Lowell " "	98.09
Nashua & Lowell " "	9.25
Stony Brook " "	13.16
Central Massachusetts R. R.	98.77
Eastern R. R. in New Hampshire	16.08
Worcester, Nashua & Rochester R. R. in New Hampshire	55.02
Wolboro' R. R. in New Hampshire	12.03
Portsmouth & Dover R. R. in New Hampshire	10.88
West Amesbury Branch R. R. in New Hampshire	2.32
Manchester & Lawrence " "	22.39

DESCRIPTION OF ROAD—*Concluded.*

Total length of roads in other States—<i>Concluded.</i>		
Dover & Winnipiseogee " "	29.00	
Nashua & Lowell " "	5.25	
Wilton " "	15.50	
Peterborough " "	10.50	
Manchester & Keene R. R. in New Hampshire	29.59	
Northern and Concord & Claremont R. R's in N. Hampshire	172.32	380.88
Connecticut & Passumpsic River R. R. in Vermont		110.30
Massawippi Valley R'y in Canada	36.75	147.05
Total length of above roads.		894.33
Total length of above roads in Maine		55.26
Total length of above roads in other States (specifying each):		839.07
Massachusetts	311.14	
New Hampshire	380.89	
Vermont	110.30	
Canada	36.75	
Total miles of road operated by this company		1,210.03
Total miles of road operated by this company in Maine		102.18
Number of stations in Maine on all roads operated by this company		33.00
Number of telegraph offices in same		25 00
Number of stations on all roads owned by this company		156.00
Same in Maine		16.00

EQUIPMENT

	Owned by Leased Roads.	Owned by B. & Me. R. R	Total.
Number of locomotives	212	240	452
Number of passenger cars	255	414	669
Number of baggage, mail and express cars	45	84	129
Number of parlor or sleeping cars	14	12	26
Number of freight cars (basis of 8 wheels)	4106½	4482½	8589½
Number of other cars	173	127	300

LIST OF ACCIDENTS.

	From causes beyond their own control (In Maine.)		From their own misconduct or carelessness (In Maine)		Total in Maine.		Total on whole road operated.	
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
Passengers	-	-	1	-	1	-	8	69
Employees	1	-	2	-	3	-	29	185
Others	-	-	-	1	-	1	64	65

STATEMENT OF EACH ACCIDENT IN MAINE.

October 8 1889. At Scarborough Junction, Charles F. Wood, a passenger, fell from train and was fatally injured.

October 10 1889. At Portland, Warren L. Graffam, freight conductor, while shifting at Hobson's Wharf, fell into a hole in the wharf, and car ran over him, killing him instantly.

November 21 1889. At Portland, Daniel Ward, employee, while assisting to unload some piles, was fatally injured by one falling upon him.

December 13 1889. At Conway Junction, Henry Haines, brakeman, fell from top of car, and was run over and fatally injured.

May 20 1890. At Biddeford, Albert H. Day, trespasser, while standing between two cars, was badly jammed.

NAME AND RESIDENCE OF OFFICERS.

President—Frank Jones, Portsmouth, N. H.

Vice President and General Manager—James T. Furber, Lawrence, Mass.

General Auditor—Wm. J. Hobbs, Malden, Mass.

Superintendents—	{	Wm. Merritt, Superintendent Western Division, Boston, Mass.
		Winslow T. Perkins, Sup't Eastern Division, Dover, N. H.
		John W. Sanborn, " Northern " Wolfboro', N. H.
		Geo. W. Hurlburt, " W. P. & P. " Worcester, Mass.
		D. W. Sanborn, " Southern " Somerville, Mass.
		H. E. Fulsome, " Passumpsic Div., Lyndonville, Vt.
		Geo. E. Todd, " Northern R. R., Concord, N. H.

General Passenger and Freight Agent—D. J. Flanders, Malden, Mass.

General Freight Agent—W. F. Berry, Winchester, Mass.

Treasurer—Amos Blanchard, Andover, Mass.

Assistant Treasurer—Herbert E. Fisher, Somerville, Mass.

Clerk of Corporation—S. Butler, Quincy, Mass.

Name and Residence of Directors Last Elected—Frank Jones, Portsmouth, N. H.
 Geo. C. Lord, Newton, Mass. Amos Paul, So. Newmarket, N. H. Wm. S. Stevens,
 Dover, N. H. Jos. S. Ricker, Deering, Me. Richard Alney, Boston, Mass. Samuel
 C. Lawrence, Medford, Mass. Wm. T. Hart, Boston, Mass. Asa P. Potter, Boston,
 Mass. James T. Furber, Great Falls, N. H. A. W. Sulloway, Franklin, N. H.

Proper Address of the Company—Boston and Maine Railroad, Boston, Massachusetts.

GENERAL INFORMATION.

Maximum weight of locomotives in working order.....	58.	tons.
Average weight of locomotives in working order.....	34.	"
Maximum weight of tenders full of fuel and water.....	42.50	"
Average weight of tenders full of fuel and water.....	23.	"
Maximum weight of passenger cars.....	28.75	"
Average weight of passenger cars.....	22.	"
Average weight of mail and baggage cars.....	19.	"
Average weight of 8-wheel box freight cars.....	9.50	"
Average weight of 4-wheel box freight cars.....	4.50	"
Average weight of 8-wheel platform cars.....	7.50	"
Average weight of 4-wheel platform cars.....	3.75	"
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender.....	46 11-12	ft.
Total length of heaviest engine and tender over all.....	58	ft.
Number of locomotives equipped with train brake.....	242	
Kind of brake, Westinghouse Automatic.		
Number of cars equipped with train brake.....	819	
Kind of brake, Westinghouse Automatic.		
Number of passenger cars with Miller platform and buffer.....	772	
Are charges for the transportation of company's supplies included in the earnings as reported for your road? No.		

GENERAL INFORMATION—Continued.

BRIDGES BUILT WITHIN THE YEAR IN MAINE.	
P. G. F. & C. road purchased and included this year.	
*Number of spans of bridges, of 25 feet and upwards.....	24
*Number of iron bridges (aggregate length, feet, 1,600).....	17
*Number of wooden bridges (aggregate length, feet, 1,973).....	6
*Number of stone bridges (aggregate length, feet, 218).....	7
*Number of crossings of highways at grade.....	24
*Number of crossings of highways over railroad.....	17
*Number of crossings of highways under railroad.....	15
*Number of highway bridges 18 feet above track.....	4
*Number of highway bridges less than 18 feet above track.....	13
*Number of crossings at which gates or flagmen are maintained.....	7
*Number of crossings at which electric signals are maintained.....	1
*Number of crossings at which there are neither electric signals, gates nor flagmen.....	16
*Number of railroad crossings at grade (specifying each):.....	7
Eastern Division at North Berwick.	
Eastern Division at Scarboro.	
Eastern Division at Portland.	
Maine Central Railroad at Portland.	
Maine Central Railroad at Portland	
Portland & Ogdensburg at Portland.	
Portland & Ogdensburg at Portland.	
RATES OF FARE, ETC	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, received†.....	2.005 cents.
Average rate of fare per mile received from passengers to and from other roads.....	1.783 "
Average rate of fare per mile for season-ticket passengers‡.....	.783 "
Average rate of fare per mile received from all passengers.....	1.799 "
Average rate of local freight per ton per mile on roads operated by this company†.....	2.443 "
Average rate of freight per ton per mile received from freight to and from other roads.....	1.168 "
CAPITAL STOCK	
Capital stock authorized by charter, and additional legislation.....	\$21,297,743 80
Capital stock authorized by votes of company.....	16,297,743 80
Capital stock issued (number of shares, 117,741 common; 28,116 preferred) amount paid in.....	\$11,774,100 00
Capital stock paid in on shares not issued, Boston & Maine scrip con- vertible into stock at par.....	2,811,600 00
	48,569 60
Total amount paid in on Eastern and P. G. F. & C. stock to be exchanged for Boston & Maine stock.....	1,663,474 20
Total amount paid in as per books of the company.....	16,297,743 80
Total number of stockholders.....	4,422
Number of stockholders in Maine.....	344
Amount of stock held in Maine.....	\$688,200 00
Total number of stockholders of record October 1 1890.....	390
Number of stockholders in Maine of record Oct. 1 1890.....	16
Amount of stock held in Maine.....	\$94,800 00

*In Maine, on miles road owned.

†Rates as per tariff

‡Reckoning twelve passengers per week for time of each season ticket.

GENERAL INFORMATION—*Concluded.*

DEBT.	
Funded debt, as follows:	
Bonds due January 1 1893, rate of interest 7 per cent.....	\$1,500,000 00
Interest accrued on same during year	\$105,000
Bonds due January 1 1894, rate of interest 7 per cent....	2,000,000 00
Interest accrued on same during year	140,000
Improvement bonds due February 2 1905, rate of interest 4 per cent	1,000,000 00
Interest accrued on same during year	40,000
Improvement bonds due February 1 1907, rate of interest 4 per cent	500,000 00
Interest accrued on same during year	20,000
Improvement bonds due February 1 1937, rate of interest 4 per cent	1,909,000 00
Interest accrued on same during the year	73,438 11
United States gold certificates of indebtedness, Eastern Railroad, due Sept. 1 1906, rate of interest 6 per cent	7,460,500 00
Interest accrued on same.....	149,210
*Sterling certificates of indebtedness, Eastern Railroad, due September 1 1906.....	1,749,020 10
Interest accrued on same.....	34,980
*Certificates of indebtedness, Eastern Railroad scrip.....	21
Essex Railroad bonds, due September 15 1876, rate of interest $4\frac{1}{2}$ per cent.	1,800 00
Essex Railroad bonds, due September 15 1891, rate of interest $4\frac{1}{2}$ per cent.	192,600 00
Interest accrued on same.....	2,916 00
Portsmouth, Great Falls & Conway Railroad bonds due June 1 1937, rate of interest $4\frac{1}{2}$ per cent	998,000 00
Portsmouth, Great Falls & Conway Railroad bonds due December 1 1892, rate of interest $4\frac{1}{2}$ per cent.....	2,000 00
Interest accrued on same	15,000
*Eastern Railroad bonds due September 1 1906, rate of interest $4\frac{1}{2}$ per cent.....	81,000 00
Total amount of funded debt	17,393,920 31

*Four months to September 30 1890.

**Report of the Biddeford & Saco Railroad Company, for the Year
Ending September 30 1890.**

(Horse).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$20,553 22	
Total expense (including taxes).....	17,338 31	
Net income.....		\$3,214 91
Interest accrued during year:.....		2,793 54
on funded debt.....	\$2,400 00	
on other debt.....	393 54	
Balance for the year, surplus.....		421 37
Balance at commencement of year, surplus, \$1,817 61		
Deduct amount charged off to profit and loss, difference in value of horses since opening of road to November 1 1889.....	2 480 05	
Balance at commencement of year as so changed.....		662 44
Balance September 30 1890, deficit.....		241 07
ANALYSIS OF EARNINGS.		
From local passengers.....		\$20,097 18
Income from all other sources:.....		456 04
Advertising.....	\$223 25	
Manure.....	232 79	
	456 04	
Total income from all sources.....		20,553 22
ANALYSIS OF EXPENSES.		
Taxes.....		\$ 70 00
Pay roll.....		8,213 00
Insurance.....		185 38
General expenses.....		1,096 79
Repairs of road.....		459 31
Provender.....		5,696 85
Horses, hired.....		36 00
Salaries.....		980 98
Equipment expense.....		419 22
Real estate repairs.....		10 73
Equipment renewals.....		170 04
Total expenses.....		17,338 31
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Real estate and buildings.....		\$112 02
Harnesses and stable equipments.....		22 90
Miscellaneous equipment.....		44 76
Total expenditures charged to property accounts.....		179 67
Horses sold.....		302 50
Net reduction to property account for the year.....		122 83
BALANCE SHEET—ASSETS.		
Construction account.....		\$54,061 26
Equipment account.....		22,239 46
Other permanent investments (as follows):.....		8,322 82
Lands in Saco, Me., including buildings.....	\$3,322 82	

BALANCE SHEET. ASSETS—*Concluded.*

Cash item (as follows):	\$560 45	\$560 45
Cash	\$560 45	
Other assets (as follows):		1,600 00
Sinking fund.....	\$1,600 00	
Profit and loss balance, deficit.....		241 07
Total assets.....		87,025 00

BALANCE SHEET—LIABILITIES.

Capital stock	\$40,000 00
Funded debt.....	40,000 00
Unfunded debt (as follows):.....	7,025 00
Interest unpaid.....	\$ 660 00
Notes payable.....	4,500 00
Vouchers and accounts.....	1,865 00
Total liabilities.....	87,025 00

MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	99,916
Total train mileage.....	99,916
Number of season-ticket passengers	151
Number of local passengers (including season)	299,506
Total number of passengers.....	299,506
Average number of persons employed.....	16

DESCRIPTION OF ROAD.

Length of main line of road from Biddeford to Old Orchard	5.728
Length of main line of road in Maine.....	5.728
Total length of road belonging to this company	5.728
Aggregate length of sidings and other tracks not above enumerated..	.300
Same in Maine.....	.300
Aggregate length of track, computed as single track	6.028
Same in Maine.....	6.028
Total length of steel rails in tracks.....	6.028
Weight per yard.....	35 lbs.

EQUIPMENT.

Horses owned..	73
Number of passenger cars (8 open, 4 closed, 3 herdies) owned	15

NAME AND RESIDENCE OF OFFICERS.

President—Esreff H. Banks, Biddeford, Me.

Superintendent—Vacant.

Treasurer—C. H. Prescott, Biddeford, Me.

Clerk of the Corporation—C. H. Prescott, Biddeford, Me.

Name and Residence of Directors Last Elected—Esreff H. Banks, Biddeford, Me. John F. Nourse, Biddeford, Me. Joseph Gooch, Biddeford, Me. C. H. Prescott, Biddeford, Me. S. S. Mitchell, Saco, Me. Franklin Nourse, Saco, Me. George Calef, Saco, Me. Chas. B. Pratt, Worcester, Mass. Harry S. Seeley, Worcester, Mass.

Proper Address of the Company—Biddeford & Saco Railroad Company, 184 Main Street, Biddeford, Me.

**Report of the Bridgton & Saco River Railroad Company, for the
Year Ending September 30 1890.**

(Two Feet Gauge).

GENERAL EXHIBIT FOR THE YEAR		
Total Income	\$23,498 23	
Total expense (including taxes)	17,429 90	
Net income ..		\$6,068 33
Interest accrued during year		5,124 00
Balance for the year, surplus		944 33
Balance at commencement of year, deficit .. \$452 11		
Balance at commencement of year as so changed. ..		452 11
Balance September 30 1890, surplus		492 22
ANALYSIS OF EARNINGS.		
From local passengers		\$2,600 32
From through passengers (to and from other roads)		7,465 35
From express and extra baggage		2,032 33
From mails		807 32
Total earnings from passenger department		12,905 32
From local freight		4,479 08
From through freight (to and from other roads)		6,113 83
Total earnings from freight department		10,592 91
Total transportation earnings		23,498 23
Total income from all sources		23,498 23
ANALYSIS OF EXPENSES.		
Taxes		100 40
General salaries, office expenses, and miscellaneous		1,459 31
Insurance		93 50
Telegraph expenses		6 62
Repairs of road		4,222 13
New ties		969 50
Repairs of bridges		701 04
Repairs of buildings		366 32
Repairs of fences, road crossings and signs		12 61
Removing ice and snow		46 99
Repairs of locomotives		1,075 79
Fuel, locomotive power		1,218 26
Water and water stations		6 32
Fuel for cars, stations, shops and stationary engines		134 94
Oil and waste		153 89
Switchmen, watchmen, flag and signal men		500 69
Repairs of passenger, mail and baggage cars		559 21
Salaries, wages and incidentals of passenger trains		2,844 27
Repairs of freight-cars		347 81
Damages and gratuities freight		10 68
Salaries, wages and incidentals of freight-stations		2,599 62
Total expenses		17,429 90
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
One derrick		184 52
Total expenditures charged to property accounts		184 52
Net addition to property account for the year		184 52

BALANCE SHEET—ASSETS.

Construction account	\$169,700 46
Equipment account	27,735 50
Cash item (as follows):	3,591 41
Cash	\$3,591 41
Other assets (as follows):	1,914 75
Materials and supplies	\$1,664 80
Debit balances	249 95
Total assets	202,942 12

BALANCE SHEET—LIABILITIES.

Capital stock	\$ 89,554 00
Funded debt	106,500 00
Notes payable	4,150 00
Vouchers and accounts	2,245 90
Profit and loss balance, surplus	492 22
Total liabilities	202,942 12

Overdue interest on second mortgage bonds to September 1 1890	\$3,966 00
Total (not included in balance sheet)	3,966 00

MILEAGE, TRAFFIC, ETC.

Passenger train mileage	} 24,230
Freight-train mileage	
Other train mileage	
Total train mileage	29,794

Number of local passengers (including season)	4,906
Number of through passengers, to and from other roads	9,190

Total number of passengers	14,096
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Local passenger mileage (local passengers carried one mile)	59,681
Through passenger mileage (through passengers carried one mile)	142,647

Number tons of local freight carried	5,731
Number tons through freight carried, to and from other roads	4,457

Total number tons freight carried	10,190
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Local freight mileage (tons local freight carried one mile)	76,844
Through freight mileage (tons through freight carried one mile)	70,491
Average number of persons employed	26

DESCRIPTION OF ROAD.

Length of main line of road from Bridgton Junction to Bridgton	16
Length of main line of road in Maine	16
Total length of road belonging to this company	16
Aggregate length of sidings and other tracks not above enumerated	1
Total length of steel rails in tracks	17
Total miles of road operated by this company	16
Total miles of road operated by this company in Maine	16
Number of stations in Maine on all roads operated by this company ..	6
Number of telegraph offices in same	2
Number of stations on all roads owned by this company	6
Same in Maine	6

EQUIPMENT.

Number of locomotives owned.....	1
Number of passenger cars owned	2
Number of baggage, mail and express cars owned.....	1
Number of freight cars (basis of 8 wheels) owned.....	18
Number of other cars owned	1

NAME AND RESIDENCE OF OFFICERS.

President—Wm. F. Perry, Bridgton, Me.

Superintendent—J. A. Bennett, Bridgton, Me.

General Freight Agent—J. A. Bennett, Bridgton, Me.

General Passenger Agent—J. A. Bennett, Bridgton, Me.

Treasurer—P. P. Burnham, Bridgton, Me.

Clerk of Corporation—J. A. Bennett, Bridgton, Me.

Name and Residence of Directors Last Elected—Wm. F. Perry, Wm. A. Stevens, A. H. Burnham, David P. Chaplin, Darwin Ingalls, Samuel S. Fuller, Charles H. Gould, all of Bridgton, Me. W. H. Milliken, Portland, Me. Almon Young, Hiram, Me.

Proper Address of the Company—Bridgton & Saco River Railroad Company, Bridgton, Me.

**Report of the Canadian Pacific Railway for the Year Ending
September 30 1890.**

(The International Railway of Maine).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$97,991 09	
Total expense (including taxes).....	97,185 59	
Net income.....		\$805 50
Atlantic & Northwest Railway, lien on this line.....	\$144,500	
Less amount paid by Dominion government.....	115,500	
Interest on guaranteed stock, Atlantic & Northwest Railway, lien on this road.....	29,000 00	
	72,250 00	101,250 00
Balance for the year, deficit.....		100,444 50
ANALYSIS OF EARNINGS.		
From local passengers.....		\$5,912 29
From through passengers (to and from other roads).....		42,989 61
From express and extra baggage.....		2,261 04
From mails.....		2,119 04
From other sources, passenger department.....		164 97
Total earnings from passenger department.....		53,446 95
From local freight.....		8,381 17
From through freight (to and from other roads).....		35,969 78
From other sources, freight department.....		193 19
Total earnings from freight department.....		44,544 14
Total transportation earnings.....		97,991 09
Total income from all sources.....		97,991 09
ANALYSIS OF EXPENSES.		
Taxes.....		\$42 22
General salaries, office expenses, and miscellaneous.....		7,387 07
Insurance.....		750 09
Repairs of road.....		33,642 66
Repairs of bridges.....		3,323 17
Repairs of buildings and machinery.....		1,347 88
Repairs of fences, road crossings and signs.....		98 67
Repairs of locomotives.....		6,023 73
Fuel, locomotive power.....		19,142 16
Water and water stations.....		1,794 00
Fuel for cars, stations, shops and stationary engines.....		3,844 91
Oil and waste.....		802 11
Repairs of passenger, mail and baggage cars.....		1,643 59
Damages and gratuities to passengers.....		65 18
Salaries, wages and incidentals of passenger, freight and mixed trains.....		7,944 29
Salaries, wages and incidentals of passenger, freight and mixed stations.....		6,020 46
Repairs of freight-cars.....		3,223 69
Damages and gratuities freight.....		89 90
Total expenses.....		96,393 37

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry	\$13,650 03
Bridging.....	11,481 64
Superstructure, including rails.....	61,445 58
Land, land damages and fences.....	14,935 98
Passenger and freight stations, wood-sheds and water-stations.....	10,373 08
Engine-houses, car-sheds, turn-table and machine-shops.....	11,938 60
Engineering, agencies, salaries and other expenses during construction	1,396 16
Total for construction	125,130 07
Interest on expenditure, during construction	65,971 54
Total expenditures charged to property accounts.....	191,091 61
Net addition to property account for the year.....	191,091 61
BALANCE SHEET—ASSETS.	
Construction account.....	\$4,092,744 06
Equipment account	309,400 00
Total assets	4,402,144 06
BALANCE SHEET—LIABILITIES	
Constructed by issues of securities of the Atlantic & Northwest Railway Company.	
PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.	
Atlantic & Northwest Railway Company, 1st mortgage bonds.....	\$2,890,000 00
Atlantic & Northwest Railway Company, guaranteed stock.....	1,445,000 00
Atlantic & Northwest Railway Company, advance	66,144 06
Total (not included in balance sheet)	4,401,144 06
MILEAGE, TRAFFIC, ETC.	
Passenger train mileage.....	128,921
Freight-train mileage	139,613
Total train mileage	268,534
Number of local passengers (including season)	7,806
Number of through passengers, to and from other roads	20,544
Total number of passengers	28,350
Local passenger mileage (local passengers carried one mile)	153,346
Through passenger mileage (through passengers carried one mile)...	2,062,720
Number tons of local freight carried.....	19,420
Number tons through freight carried, to and from other roads.....	42,494
Total number tons freight carried	61,914
Local freight mileage (tons local freight carried one mile)	208,176
Through freight mileage (tons through freight carried one mile)....	6,736,508
Average weight of passenger trains (exclusive of passengers).....	135 tons.
Average number of cars in passenger trains	4
Average weight of freight-trains (exclusive of freight)	200 tons.
Average number of cars in freight train.....	10
Average number of persons employed	250

DESCRIPTION OF ROAD.

Length of main line of road from Boundary to Mattawamkeag.....	144.5
Length of main line of road in Maine.....	144.5
Total length of road belonging to this company	144.5
Aggregate length of sidings and other tracks, not above enumerated..	5.1
Same in Maine	5.1
Aggregate length of track, computed as single track.....	149.6
Same in Maine	149.6
Total length of steel rails in tracks.....	149.6
Weight per yard, 60 lbs; number of miles	149.6
Total miles of road operated by this company	144.5
Total miles of road operated by this company in Maine.....	144.5
Number of stations in Maine on all roads operated by this company. .	14
Number of telegraph offices in same.....	13
Number of stations on all roads owned by this company.....	14
Same in Maine.....	14

EQUIPMENT.

Number of locomotives.....	6
Number of freight-cars (basis of 8 wheels)	500
Number of other cars	6

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine).		From their own misconduct or carelessness. (In Maine).		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers..	-	3	-	-	-	-	-	-
Employees..	-	-	-	1	-	-	-	-
Others.....	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

December 16 1889—E. I. Haggerty, Brownville Junction, shoulder dislocated by falling from baggage car.

December 25 1889—S. Hayes and C. Chinn, Schoodic, slightly injured. Train left track.

May 3 1890—Mrs. Jane Moore, Long Pond, wrist injured. Thrown against side of van when the train started.

NAME AND RESIDENCE OF OFFICERS.

(International Railway of Maine).

President—Mr. Wm. C. Van Horne, Montreal, P. Q.*Vice President*—Mr. I. G. Shaughnessy, Montreal, P. Q.*Clerk of Corporation*—Mr. I. G. Ogden (acting), Montreal, P. Q.

Name and Residence of Directors Last Elected—Mr. Wm. C. Van Horne, Montreal, P. Q. Mr. I. G. Shaughnessy, Montreal, P. Q. Sir Geo. Stephen, Bart., Montreal, P. Q. Sir Donald A. Smith, K. C., M. G., Montreal, P. Q. Mr. Geo. Alda, Montreal, P. Q. G. R. Burpee, Bangor, Me. Charles F. Woodard, Bangor, Me.

Proper Address of the Company—The International Railway of Maine, Montreal, P. Q.

**Report of the Dexter & Newport Railroad Company, for the Year
Ending August 25 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$18,604 44	
Total expense (including taxes).....	500 55	
Net income		\$18,103 89
Interest accrued during year on funded debt	10,500 00	
Dividends declared (3 per cent semi-annual)	7,320 00	17,820 00
Balance for the year, surplus		283 89
Balance at commencement of year	\$528 85	
Balance at commencement of year as so changed.....		528 85
ANALYSIS OF EARNINGS.		
Rents for use of road		\$18,000 00
Income from all other sources; balance previous year.....		604 44
Total income from all sources		18,604 44
ANALYSIS OF EXPENSES.		
Taxes		\$ 41 00
General salaries, office expenses, and miscellaneous		459 55
Total expenses		500 55
BALANCE SHEET—ASSETS.		
Construction account		\$297,000 00
Land in Dexter		75 00
Cash		721 89
Total assets		297,796 89
BALANCE SHEET. LIABILITIES.		
Capital stock		\$122,000 00
Funded debt		175,000 00
Unfunded debt, interest unpaid coupons		468 00
Profit and loss balance, surplus		328 89
Total liabilities		297,796 89
DESCRIPTION OF ROAD.		
Length of main line of road from Dexter to Newport		14.23
Total length of road belonging to this company		14.23

NAME AND RESIDENCE OF OFFICERS.

President—Charles Shaw, Dexter, Me.

Treasurer—Albert F. Bradbury, Dexter, Me

Clerk of Corporation—Josiah Crosby, Dexter, Me.

Name and Residence of Directors Last Elected—Charles Shaw, Dexter, Me. James W. Bradbury, Augusta, Me. Francis W. Hill, Exeter, Me. George Fisher, Bath, Me. Albert F. Bradbury, Dexter, Me. Oscar Holway, Augusta, Me. W. D. Sewall, Bath, Me.

Proper Address of the Company—Dexter & Newport Railroad Company, Dexter, Me.

**Report of the Eastern Maine Railroad Company, for the Year
Ending June 30 1890.**

(Leased to the Maine Central Railroad Company).

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$9,500 00	
Total expense (including taxes)	500 00	
Net income		\$9,000 00
Dividends declared, $4\frac{1}{2}$ per cent		9,000 00
ANALYSIS OF EARNINGS.		
Rents for use of road		\$9,500 00
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous		500 00
BALANCE SHEET—ASSETS.		
Construction account	\$200,000 00	
Cash item	170 99	
Total assets		200,170 99
BALANCE SHEET—LIABILITIES.		
Capital stock	\$200,000 00	
Profit and loss balance, surplus	170 99	
Total liabilities		200,170 99
DESCRIPTION OF ROAD.		
Length of main line of road from Bucksport to Bangor		18.8
Length of main line of road in Maine		18.8
Total length of road belonging to this company		18.8

NAME AND RESIDENCE OF OFFICERS.

President—Eugene Hale, Ellsworth, Me.

Vice President—G. W. Kimball, Rockland, Me.

Treasurer—G. W. Kimball, Rockland, Me.

Clerk of Corporation—L. A. Emery, Ellsworth, Me.

Name and Residence of Directors Last Elected—Eugene Hale, Ellsworth, Me. L. A. Emery, Ellsworth, Me. S. D. Bailey, Bath, Me. M. Sumner, Rockland, Me. Davis Tilson, Rockland, Me. G. W. Kimball, Rockland, Me.

Proper Address of the Company—Eastern Maine Railway Company, Rockland, Me.

**Report of the European & North American Railway for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$125,655 00	
Total expense (including taxes)	517 95	
Net income		\$125,137 05
Dividends declared, 5 per cent.		124,435 00
Balance for the year, surplus		702 05
BALANCE SHEET—ASSETS.		
Construction account		\$3,255,570 23
Equipment account		330,678 77
Other permanent investments, stock of European & North American Railway		3,290 00
Cash item		1,709 58
Total assets		3,591,248 58
BALANCE SHEET—LIABILITIES.		
Capital stock		\$2,488,700 00
Funded debt		1,000,000 00
Unfunded debt (as follows)		10,550 00
Vouchers and accounts, land grant, bonds and coupons. \$10,550 00		
Profit and loss balance, surplus		91,638 58
Total liabilities		3,590,888 58

NAME AND RESIDENCE OF OFFICERS.

President—Noah Woods, Bangor, Me.

Treasurer—A. T. Thompson, Bangor, Me.

Name and Residence of Directors Last Elected—Noah Woods, Bangor, Me.
Thomas J. Steward, Bangor, Me. C P. Stetson, Bangor, Me. E. H. Blake, Bangor,
Me. Sprague Adams, Bangor, Me. F. A. Wilson, Bangor, Me. N. C. Ayer, Bangor,
Me. C. F. Bragg, Bangor, Me. W. H. Strickland, Bangor, Me.

Proper Address of the Company—European & North American Railway, Bangor, Me.

**Report of the Franklin & Megantic Railroad Company, for the
Year Ending September 30 1890.**

(Two feet guage).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$12,786 51	
Total expense (including taxes).....	11,031 62	
Net income		\$1,754 89
Interest accrued during year		4,703 75
on funded debt	\$3,180 00	
on other debt	1,187 75	
Balance for the year, deficit.....		2,948 86
ANALYSIS OF EARNINGS.		
From local passengers.....	}	\$2,871 36
From through passengers (to and from other roads)		
From express and extra baggage.....		
From mails.....		
From other sources, passenger department.....		225 72
Total earnings from passenger department.....		4,159 15
From local freight.....	}	8,627 36
From through freight (to and from other roads).....		
Total earnings from freight department.....		8,627 36
Total transportation earnings.....		12,786 51
Total income from all sources.....		12,786 51
ANALYSIS OF EXPENSES.		
Taxes.....		\$ 18 10
General salaries, office expenses and miscellaneous.....		916 83
Insurance.....		43 75
Repairs of road.....		2,945 07
New ties, number laid (3,500).....		350 00
Repairs of bridges		100 00
Repairs of locomotives.....		386 91
Fuel, locomotive power.....		1,456 48
Fuel for cars, stations, shops and stationary engines.....		60 00
Oil and waste		401 04
Repairs of passenger, mail and baggage cars		50 00
Salaries, wages and incidentals of passenger and freight trains.....		2,610 62
Salaries, wages and incidentals of passenger stations.....		758 46
Repairs of freight cars		895 82
Total expenses.....		11,031 62
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Grading and masonry.....	}	\$686 86
Bridging.....		
Superstructure, including rails.....		
Land, land damages and fences.....		
Passenger and freight stations, wood-sheds and water-stations	}	
Engine-houses, car-sheds and turn-tables.....		
Machine-shops		
Total for construction.....		686 86
Net addition to property account for the year.....		686 86

BALANCE SHEET—ASSETS.

Construction account	\$99,363 76
Equipment account	19,193 88
Cash item (as follows):.....	2,180 27
Cash	\$ 220 01
Bills receivable	1,277 74
Due from agents and companies.....	682 62
Other assets (as follows):.....	1,500 00
Materials and supplies.....	\$1,500 00
Profit and loss balance (if deficit)	30,036 49
Total assets	152,274 40

BALANCE SHEET—LIABILITIES.

Capital stock.....	\$43,175 00
Funded debt..	53,000 00
Unfunded debt (as follows):.....	56,099 40
Interest unpaid.....	\$18,898 00
Notes payable.....	25,395 89
Vouchers and accounts.....	11,805 51
Total liabilities.....	152,274 40

MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	9,523
Freight-train mileage	2,717
Other train mileage (mixed trains).....	2,345
Total train mileage	14,575
Number of local passengers	4,527
Number of through passengers, to and from other roads.....	2,356
Total number of passengers	6,883
Local passenger mileage (local passengers carried one mile)	49,885
Through passenger mileage (through passengers carried one mile) ...	35,415
Total number tons freight carried.	9,907
Average weight of passenger trains, exclusive of passengers.	25 tons.
Average number of cars in passenger trains.....	2
Average weight of freight-trains, exclusive of freight.....	46 tons.
Average number of cars in freight train.....	5
Average number of persons employed.....	20

DESCRIPTION OF ROAD.

Length of main line of road from Strong to Kingfield.....	15
Length of main line of road in Maine	15
Branches owned by company: Mt. Abram, single track	1.7
Total length of branches owned by company.....	1.7
Total length of branches owned by company in Maine.....	1.7
Total length of road belonging to this company.....	16.7
Aggregate length of sidings and other tracks not above enumerated..	.5
Same in Maine5
Aggregate length of track, computed as single track.....	17.2
Same in Maine	17.2
Total length of steel rails in track.....	15.4

DESCRIPTION OF ROAD—*Concluded.*

Weight per yard, 25 lbs ; number of miles.....	15.4
Mt. Abram Branch, 35 and 40 lbs. iron.....	1.7
Total miles of road operated by this company	16.7
Total miles of road operated by this company in Maine.....	16.7
Number of telegraph offices in same.....	1
Number of stations on all roads owned by this company.....	8
Same in Maine.....	8

EQUIPMENT.

Number of locomotives owned.....	2
Number of combination passenger cars owned.....	1
Number of baggage, mail and express cars owned	1
Number of freight cars (basis of 8 wheels) owned	22
Number of other cars owned	6

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine).		From their own misconduct or carelessness. (In Maine).		Total in Maine.		Total on whole road operated.	
	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers..	-	-	-	-	-	-	-	-
Employees,	-	-	1	-	1	-	1	-
Others	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

September 25th 1890—Moses M Lander, of Freeman, Me., while carelessly riding on the moulding of the base of the locomotive tender, with feet braced against end of flat car, fell between locomotive and car, and was run over. Lived about one hour. The coroner's jury exonerated the company from all blame.

NAME AND RESIDENCE OF OFFICERS.

President—Varnum B. Mead, Boston, Mass.

Superintendent—Fred S. Mead, Boston, Mass.

General Freight Agent—Philip H. Stubbs, Strong, Me.

General Passenger Agent—Philip H. Stubbs, Strong, Me.

Treasurer—Philip H. Stubbs, Strong, Me.

Clerk of Corporation—Philip H. Stubbs, Strong, Me.

Name and Residence of Directors Last Elected—Varnum B Mead, Boston, Mass. N. B. Bryant, Boston, Mass. S. W. Sergeant, Boston, Mass. Philip H. Stubbs, Strong, Me. W. S. Heath, Salem, Me. O. Tufts, Kingfield, Me. J. Winter, Kingfield, Me.

Proper Address of the Company—Franklin and Megantic Railroad Company, Strong, Maine.

**Report of the Fryeburg Horse Railroad Company for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$825 47	
Total expense (including taxes).....	650 88	
Net income.....		\$174 59
Interest accrued during year:.....		42 00
on funded debt.....	\$42 00	
Balance for the year, surplus.....		132 59
Paid on old accounts.....	\$135 00	
Paid on old bills.....	62 68	
	197 68	197 68
Balance September 30 1890, deficit.....		65 09
ANALYSIS OF EARNINGS.		
From local passengers.....		\$825 47
Total income from all sources.....		825 47
ANALYSIS OF EXPENSES.		
Taxes, all expenses included.....		650 88
Total expenses.....		650 88
BALANCE SHEET—ASSETS.		
Construction account.....		\$6,574 11
Equipment account.....		846 51
Cash item (as follows):.....		6 35
Cash.....	\$6 35	
Total assets.....		7,426 97
BALANCE SHEET—LIABILITIES.		
Capital stock.....		\$5,075 00
Unfunded debt (as follows):.....		933 46
Interest unpaid.....	\$ 84 00	
Notes payable.....	700 00	
Vouchers and accounts.....	149 46	
Profit and loss balance, surplus.....		1,418 51
Total liabilities.....		7,426 97
MILEAGE, TRAFFIC, &c.		
Total number of passengers.....		10,814
DESCRIPTION OF ROAD.		
Length of main line of road, from railroad station Fryeburg to Martha's Grove.....		3
Length of main line of road in Maine.....		3
Total length of road belonging to this company.....		3
Same in Maine.....		3
Rails, weight per yard, 16 lbs.; number of miles.....		3

EQUIPMENT.

Number of horses owned.....	1
Number of passenger cars owned.....	3

NAME AND RESIDENCE OF OFFICERS.

President—Freeman Hatch, Cornish, Me.

Superintendent—S. W. Fife, Fryeburg, Me.

Treasurer—John Locke, Fryeburg, Me.

Clerk of Corporation—S. W. Fife, Fryeburg, Me.

Name and Residence of Directors Last Elected—Freeman Hatch, Cornish, Me. Cassius W. Pike, East Fryeburg, Me. Albert F. Richardson, Castine, Me. S. W. Fife, Fryeburg, Me. J. Elmore Emerson, Fryeburg, Me.

Proper Address of the Company—Fryeburg Horse Railroad Company, Fryeburg, Me.

**Report of the Green Mountain Railway Company, for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR		
Total income.....	\$2,306 20	
Total expense (including taxes).....	3,819 07	
Deficit.....		\$1,512 87
Interest accrued during year:.....		2,502 50
on funded debt.....	\$2,400 00	
on other debt.....	102 50	
Balance for the year, deficit.....		4,015 37
Balance at commencement of year, deficit.....		10,034 20
Balance September 30 1890, deficit.....		14,049 57
ANALYSIS OF EARNINGS.		
From local passengers.....		\$2,306 20
Total income from all sources.....		2,306 20
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous.....		3,819 07
Total expenses.....		3,819 07
BALANCE SHEET—ASSETS.		
Construction account.....		\$131,478 58
Due from agents and companies.....		177 31
Profit and loss balance, deficit.....		14,049 57
Total assets.....		145,705 46
BALANCE SHEET—LIABILITIES.		
Capital stock.....		\$87,500 00
Funded debt.....		40,000 00
Unfunded debt, as follows.....		18,205 46
Interest unpaid.....	\$2,400 00	
Notes payable.....	9,374 89	
Vouchers and accounts.....	6,430 57	
Total liabilities.....		145,705 46
DESCRIPTION OF ROAD.		
Length of main line of road from base to summit..		6,300 feet.
Length of main line of road in Maine.....		6,300 feet.

NAME AND RESIDENCE OF OFFICERS.

President—F. H. Clergue, Bangor, Me.

Treasurer—F. M. Laughton, Bangor, Me.

Clerk of Corporation—M. H. Wardwell, Bangor, Me.

Name and Residence of Directors Last Elected—F. M. Laughton, Bangor, Me. F. H. Clergue, Bangor, Me. E. M. Hersey, Bangor, Me. C. A. Gibson, Bangor, Me. *T. J. Stewart, Bangor, Me.

Proper Address of the Company—Green Mountain Railway, Bangor, Me.

*Deceased.

**Report of the Kennebec Central Railroad Company, for the Year—
Ending September 30 1890.**

(Two feet gauge. Road first opened July 23 1890).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$3,660 75	
Total expense (including taxes)	1,510 49	
Net income.....		\$2,150 26
Balance for the year, July 23 to Oct. 1 1890, surplus ..		2,150 26
Balance September 30 1890.....		2,150 26
ANALYSIS OF EARNINGS.		
From local passengers		\$2,544 82
From express and extra baggage		21 29
From mails		8 88
Total earnings from passenger department		2,574 99
From local freight.		1,085 76
Total earnings from freight department ..		1,085 76
Total transportation earnings.....		3,660 75
Total income from all sources		3,660 75
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous.....		465 45
Insurance		97 50
Fuel, locomotive power		203 57
Oil and waste.....		28 10
Switchmen, watchmen, flag and signal men.....		91 25
Salaries, wages and incidentals of passenger trains.....		378 37
Salaries, wages and incidentals of passenger stations.....		206 25
Repairs of freight-cars.....		40 00
Total expenses.....		1,510 49
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Grading and masonry		14,629 44
Bridging.....		310 48
Superstructure, including rails.....		21,061 35
Land, land damages and fences.....		9,636 49
Passenger and freight stations, wood-sheds and water-stations.....		2,069 29
Engine-houses, car-sheds and turn-tables		163 75
Engineering, agencies, salaries and other expenses during construction		4,446 75
Total for construction		52,316 55
Locomotives (number, 1)		3,770 00
Passenger, mail and baggage cars (number, 2) ..		5,111 79
Freight and other cars (number, 8).....		2,164 26
Total for equipment.....		11,046 05
Total expenditures charged to property accounts.....		63,362 60

BALANCE SHEET—ASSETS.

Construction account.....	\$52,316 55
Equipment account.....	11,046 03
Due from agents and companies.....	308 59
Total assets.....	63,671 19

BALANCE SHEET—LIABILITIES.

Capital stock.....	\$24,025 00
Unfunded debt (as follows):.....	37,495 93
Notes payable.....	\$32,600 00
Vouchers and accounts.....	4,895 93
Profit and loss balance, surplus.....	2,150 26
Total liabilities.....	63,671 19

MILEAGE, TRAFFIC, &c.

Passenger train mileage.....	2,800
Freight-train mileage.....	680
Total train mileage.....	3,480
Number of local passengers (including season).....	15,076
Total number of passengers.....	15,076
Local passenger mileage (local passengers carried one mile).....	74,484
Number tons of local freight carried.....	717
Total number tons freight carried.....	717
Local freight mileage, tons local freight carried one mile.....	3,585
Average weight of passenger trains (exclusive of passengers).....	36 tons.
Average number of cars in passenger trains.....	2
Average weight of freight-trains (exclusive of freight).....	26 tons.
Average number of cars in freight-train.....	3
Average number of persons employed.....	10

DESCRIPTION OF ROAD.

Length of main line of road from Randolph to Togus.....	5 miles.
Length of main line of road in Maine.....	5 "
Total length of road belonging to this company.....	5 "
Aggregate length of sidings and other tracks not above enumerated..	$\frac{1}{2}$ mile.
Same in Maine.....	$\frac{1}{2}$ "
Aggregate length of track, computed as single track.....	5 $\frac{1}{2}$ miles.
Same in Maine.....	5 $\frac{1}{2}$ "
Total length of steel rails in tracks.....	5 $\frac{1}{2}$ "
Weight per yard.....	25 lbs.

EQUIPMENT.

Number of locomotives owned.....	1
Number of passenger cars owned.....	2
Number of freight-cars (basis of 8 wheels) owned.....	8

NAME AND RESIDENCE OF OFFICERS.

President—Weston Lewis, Gardiner, Me.

General Manager—Weston Lewis, Gardiner, Me.

Superintendent—F. A. Lawton, Gardiner, Me.

General Freight Agent—F. A. Lawton, Gardiner, Me.

General Passenger Agent—P. H. Winslow, Gardiner, Me.

Treasurer—P. H. Winslow, Gardiner, Me.

Clerk of Corporation—H. S. Webster, Gardiner, Me.

Name and Residence of Directors Last Elected—H. W. Jewett, Farmingdale, Me. [REDACTED].
C. Stilphen, Farmingdale, Me. David Dennis, Gardiner, Me. J. S. Maxey [REDACTED],
Gardiner, Me. Weston Lewis, Gardiner, Me. J. B. Dingley, Gardiner, Me. H. D [REDACTED].
Haley, Gardiner, Me. S. N. Maxcy, Gardiner, Me. Franklin Stevens, Randolph [REDACTED],
Maine.

Proper Address of the Company—Kennebec Central Railroad Company, Gardiner, [REDACTED],
Maine.

**Report of the Kennebunk & Kennebunkport Railroad Company, for
the Year Ending September 30 1890.**

(Leased to and operated by the Boston and Maine Railroad Company).

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$2,925 00	
Net income		\$2,925 00
Dividends declared, 4½ per cent.		2,925 00
ANALYSIS OF EARNINGS.		
Rents for use of road		2,925 00
Total income from all sources		2,925 00
BALANCE SHEET—ASSETS.		
Construction account		65,000 00
Total assets		65,000 00
BALANCE SHEET—LIABILITIES.		
Capital stock		65,000 00
Total liabilities		65,000 00
DESCRIPTION OF ROAD.		
Length of main line of road from Kennebunk to Kennebunkport bridge		4.50
Length of main line of road in Maine		4.50
Total length of road belonging to this company		4.50
Aggregate length of sidings and other tracks not above enumerated ..		.61
Same in Maine61
Aggregate length of track, computed as single track		5.11
Same in Maine		5.11
Number of stations on all roads owned by this company		4.00
Same in Maine		4.00

NAME AND RESIDENCE OF OFFICERS.

President—Edward P. Burnham, Saco, Me.

Treasurer—M. C. Maling, Kennebunk, Me.

Clerk of Corporation—Edward E. Bourne, Kennebunk, Me.

Name and Residence of Directors Last Elected—Edward P. Burnham, Saco, Me. Moses C. Maling, Kennebunk, Me. Harrison J. Libby, Portland, Me. James G. Cousins, Kennebunk, Me. Hartley Lord, Kennebunk, Me. Joseph A. Titcomb, Kennebunkport, Me. Charles E. Perkins, Kennebunkport, Me.

Proper Address of the Company—Kennebunk & Kennebunkport Railroad, Kennebunk, Maine.

**Report of the Knox & Lincoln Railroad for Ten Months Ending
July 31 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$159,795 73	
Total expense (including taxes)	100,407 64	
Net income		\$59,388 09
Interest paid during year:		62,500 00
on funded debt	\$62,500	
Balance for the year, deficit		3,111 91
Balance at commencement of year, deficit.		23,275 25
Balance September 30 1890, deficit		26,387 16
ANALYSIS OF EARNINGS.		
From local passengers		\$26,738 11
From through passengers (to and from other roads)		51,521 66
From express and extra baggage		3,886 52
From mails.		6,316 36
From other sources, passenger department.		1,456 60
Total earnings from passenger department		89,919 25
From local freight ..		30,199 87
From through freight (to and from other roads)		38,666 10
From other sources, freight department		1,010 51
Total earnings from freight department ..		69,876 48
Total transportation earnings		159,795 73
Total income from all sources		159,795 73
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous.		5,406 08
Insurance		491 75
Repairs of road		19,913 31
New ties (number laid, 12,034).		4,355 76
Repairs of bridges		6,603 75
Repairs of buildings.		2,479 08
Repairs of machine-shops and machinery.		177 55
Repairs of fences, road crossings and signs.		246 92
Repairs of locomotives		4,962 79
Ferry boats, wharves and slips		4,212 68
Fuel, locomotive power		11,031 03
Water and water stations		257 87
Fuel for cars, stations, shops and stationary engines.		3,214 15
Oil and waste.		953 41
Repairs of passenger, mail and baggage cars		4,829 03
Damages and gratuities to passengers		15 00
Salaries, wages and incidentals of passenger trains		8,379 18
Salaries, wages and incidentals of passenger stations.		10,846 60
Repairs of freight cars		4,712 12
Damages and gratuities freight		1,344 09
Salaries, wages and incidentals of freight-trains		3,414 60
Paid on Rockland extension, etc.		2,561 08
Total expenses		100,407 64

BALANCE SHEET—ASSETS.

Construction account	\$2,579,532 54
Equipment account	125,300 00
Cash item (as follows):	21,875 83
Cash	\$ 5,876 77
Due from agents and companies	15,999 06
Materials and supplies	6,500 00
Profit and loss balance, deficit	26,371 63
Total assets,	2,759,580 00

BALANCE SHEET—LIABILITIES.

Capital stock	\$ 364,580 00
Profit and loss balance, surplus, city and town bonds	2,395,000 00
Total liabilities	2,759,580 00

MILEAGE, TRAFFIC, ETC.

Passenger train mileage	72,727
Freight-train mileage	27,699
Switching train mileage	12,901
Other train mileage	9,393

Total train mileage 122,720

Number of local passengers (including season)	56,893
Number of through passengers, to and from other roads	33,853

Total number of passengers 90,746

Local passenger mileage (local passengers carried one mile)	843,323
Through passenger mileage (through passengers carried one mile)	1,302,398

Number tons of local freight carried	34,981
Number tons through freight carried, to and from other roads	53,741

Total number tons freight carried 88,722

Local freight mileage (tons local freight carried one mile)	748,018
Through freight mileage (tons through freight carried one mile) . . .	1,323,584

Average weight of freight-trains (exclusive of freight)	150 tons.
Average number of cars in freight-train	14
Average number of persons employed	110

DESCRIPTION OF ROAD.

Length of main line of road	50 miles.
Length of main line of road in Maine	50 "
Aggregate length of sidings and other tracks not above enumerated. .	5 "
Total length of steel rails in tracks	48½ "
Weight per yard	56 lbs
Number of stations in Maine on all roads operated by this company ..	11
Number of telegraph offices in same	4

EQUIPMENT.

Number of locomotives owned	6
Number of passenger cars owned	11
Number of baggage, mail and express cars owned	2
Number of freight cars (basis of 8 wheels) owned	112
Number of other cars owned	9

NAME AND RESIDENCE OF OFFICERS.

President—John T. Berry, Rockland, Me.

Superintendent—W. L. White, Bath, Me.

Treasurer—F. H. Low, Bath, Me.

Clerk of Corporation—J. G. Richardson, Bath, Me.

Name and Residence of Directors Last Elected—John S. Case, Rockland, Me. W. E. Vinal, Thomaston, Me. John T. Berry, Rockland, Me. A. F. Crockett, Rockland, Me. E. O. Clark, Waldoboro, Me. D. W. Chapman, Damariscotta, Me. Eben Haggatt, Newcastle, Me. Henry Ingalls, Wiscasset, Me. John E. Richardson, Bath, Me. Jas. W. Wakefield, Bath, Me. John R. Kelly, Bath, Me.

Proper Address of the Company—Knox & Lincoln Railroad Company, Bath, Me.

**Report of the Lewiston & Auburn Branch Railroad Company, for
the Year Ending June 30 1890.**

(Leased to the Grand Trunk Railway Company).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$34,821 45	
Total expense (including taxes).....	28,080 30	
Net income.....		\$6,741 15
Interest accrued during year.....		18,000 00
Balance for the year, deficit.....		11,258 85
Balance June 30 1890, deficit.....		11,258 85
ANALYSIS OF EARNINGS.		
From local passengers.....	}	\$13,232 15
From through passengers (to and from other roads).....		
From express and extra baggage.....		416 66
From mails.....		248 89
Total earnings from passenger department.....		13,897 70
From local freight.....	}	7,046 84
From through freight (to and from other roads).....		
From other sources, freight department.....		12,728 26
Total earnings from freight department.....		19,774 09
Total transportation earnings.....		33,671 79
Rents.....		1,149 66
Total income from all sources.....		34,821 45
ANALYSIS OF EXPENSES.		
Taxes.....		\$1,544 16
Traffic expenses.....		11,135 73
General charges.....		402 52
Miscellaneous expenses.....		460 30
Maintenance and renewal of ways and buildings.....		5,434 50
Repairs of locomotives.....	}	7,893 34
New locomotives.....		
Repairs of passenger, mail and baggage cars.....	}	654 65
New passenger, mail and baggage cars.....		
Rent of rolling stock.....		555 10
Total expenses.....		28,080 30
BALANCE SHEET—ASSETS.		
Construction account.....		\$450,000 00
Total assets.....		450,000 00
BALANCE SHEET—LIABILITIES.		
Capital stock.....		\$300,000 00
Total liabilities.....		300,000 00

MILEAGE, TRAFFIC, ETC.

Passenger train mileage	15,904
Freight-train mileage	85
Mixed train mileage	8,481
Other train mileage	7,765
Total train mileage	32,235
Number of local passengers (including season)	96,589
Number of through passengers (to and from other roads)	
Total number of passengers ..	96,589
Local passenger mileage (local passengers carried one mile)	579,534
Through passenger mileage (through passengers carried one mile) ..	
Number tons of local freight carried	50,913
Number tons through freight carried (to and from other roads) ..	
Total number tons freight carried	50,913
Local freight mileage (tons local freight carried one mile)	305,478
Through freight mileage (tons through freight carried one mile) ..	
Average weight of passenger trains (exclusive of passengers)	121 tons.
Average number of cars in passenger trains	3
Average weight of freight-trains (exclusive of freight)	261 tons
Average number of cars in freight-train	20
DESCRIPTION OF ROAD.	
Length of main line of road from Lewiston Junction to Lewiston	5.50 miles.
Length of main line of road in Maine	5.50 "
Total length of road belonging to this company	5.50 "
Total length of steel rails in tracks	5.50 "
Weight per yard	65 lbs.
Total miles of road operated by this company in Maine	5.50 miles.
Number of stations in Maine on all roads operated by this company ..	3
Number of telegraph offices in same	2
Number of stations on all roads owned by this company	3
Same in Maine	3

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine).		From their own misconduct or carelessness (In Maine).		Total in Maine.		Total on whole road operated.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Passengers ..	-	-	-	-	-	-	-	-
Employees ..	-	-	-	-	-	-	-	-
Others	-	-	1	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

December 6 1889—H. Bergin, Lewiston, trespasser, killed.

NAME AND RESIDENCE OF OFFICERS.

ent—B. F. Sturgis, Auburn, Me.

irer—C. H. Osgood, Lewiston, Me.

of Corporation—J. B. Isaacs, Lewiston, Me.

and Residence of Directors Last Elected—D. J. McGilleuddy, Lewiston, Me.
good, Lewiston, Me. Geo. W. Ellard, Lewiston, Me. Wm. H. Dicky, Lew-
e. A. I. Neal, Lewiston, Me. J. M. Robbins, Lewiston, Me. B. F. Sturgis,
Me. A. R. Savage, Auburn, Me. A. M. Penley, Auburn, Me.

Address of the Company—The Lewiston & Auburn Branch Railroad, Lew-
e

**Report of the Lewiston & Auburn Horse Railroad for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR		
Total income	\$21,734 16	
Total expense (including taxes)	16,478 29	
Net income		\$5,255 87
Interest accrued during year:		2,669 79
on funded debt	\$1,250 00	
on other debt	1,419 79	
Balance September 30 1890		2,586 08
ANALYSIS OF EARNINGS.		
From local passengers		\$21,309 74
Income from all other sources (specifying the same):		424 42
Old iron	\$20 30	
Horse hire	38 04	
Advertising	103 50	
House rent	162 58	
Manure	100 00	
	424 42	
Total income from all sources		21,734 16
ANALYSIS OF EXPENSES.		
Taxes		\$331 20
Stable expenses		390 91
Insurance		200 75
Horse shoeing		836 67
General expenses		62 58
Hay		2,277 64
Track expenses		298 43
Car expense		768 44
Accidents		25 00
Straw		288 58
Labor		7,232 51
Office expenses		394 40
Land and rent		15 00
Grain		3,346 18
Total expenses		16,478 29
BALANCE SHEET—ASSETS.		
Construction account		\$54,174 11
Equipment account		43,744 30
Other permanent investments (as follows):		15,200 00
Lands in Auburn	\$ 3,000 00	
Lands in Lewiston	10,000 00	
Stock of L. & A. Horse R. R. Co.	2,200 00	
Debit balances, deficit		46,601 59
Total assets		159,720 00
BALANCE SHEET—LIABILITIES.		
Capital stock		\$100,000 00
Funded debt		25,000 00
Unfunded debt		34,720 00
Total liabilities		\$159,720 00

NAME AND RESIDENCE OF OFFICERS.

President—Frank W. Dana, Lewiston, Me.

General Manager—Frank W. Dana, Lewiston, Me.

Superintendent—T. W. Adams, Lewiston, Me.

Treasurer—Horace C. Little, Lewiston, Me.

Clerk—Horace C. Little.

Name and Residence of Directors Last Elected—Frank W. Dana, Lewiston, Me. J. L. H. Cobb, Lewiston, Me. J. H. Wood, Lewiston, Me. Horace C. Little, Lewiston, Me. N. M. Neal, Auburn, Me. F. R. Conant, Auburn, Me. L. S. Ruggles, Auburn, Me.

Proper Address of the Company—Lewiston & Auburn Horse Railroad Company, Lewiston, Maine.

**Report of the Lime Rock Railroad Company, for the Year Ending
September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.	
Total income	\$54,676 47
ANALYSIS OF EARNINGS.	
Total earnings from freight department	\$54,676 47
ANALYSIS OF EXPENSES. (From Jan 1 1890).	
Taxes	\$323 86
Office expenses, and miscellaneous	195 38
Insurance	1,004 00
Repairs of road	1,372 23
Repairs of buildings	70
Repairs of locomotives	487 53
Fuel, locomotive power	2,035 58
Water and water stations	75 00
Oil and waste	275 98
Switchmen, watchmen, flag and signal men	840 30
Repairs of freight cars (60 rebuilt)	8,896 80
Salaries, wages and incidentals of freight-trains	4 560 01
Total expenses	20,067 36
BALANCE SHEET—ASSETS.	
Construction account	\$255,934 34
Equipment account	72,161 14
Cash item (as follows):	160 15
Cash	\$160 15
Other assets (as follows):	14,284 24
Debit balances	\$14,284 24
Total assets	342,539 87
BALANCE SHEET—LIABILITIES.	
Capital stock \$300,000, 10 per cent paid in cash	\$30,000 00
Applied from earnings, 6 per cent	18,000 00
Funded debt	200,000 00
Unfunded debt (as follows):	85,009 49
Notes payable	\$83,000 00
Vouchers and accounts	2,009 49
Profit and loss balance, surplus	9,530 38
Total liabilities	342,539 87
DESCRIPTION OF ROAD.	
Length of line of track laid (road not completed)	8 miles.

EQUIPMENT.

Number of locomotives owned	2
Number of freight cars (basis of 8 wheels) owned, (1 flat, 1 caboose)	2
Number of other cars owned (dump)	251
Four-wheel flats, cars	12
Hand car	1
Push car	1

NAME AND RESIDENCE OF OFFICERS.

President—Wm. T. Cobb, Rockland, Me.

Superintendent—R. L. Fogg, Rockland, Me.

Treasurer—H. N. Pierce, Rockland, Me.

Name and Residence of Directors Last Elected—Wm. T. Cobb, Francis Cobb, A. F. Crockett, John T. Berry, E. R. Spear, G. L. Farrans, S. M. Bird, all of Rockland, Maine.

Proper Address of the Company—Lime Rock Railroad Company, Rockland, Me.

**Report of the Maine Central Railroad Company for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$4,226,465 43	
Total expense (including taxes)	2,858,666 77	
Net income		\$1,367,798 66
Rentals (specifying amount to each company):.....	284,655 75	
European & North American Railway. \$125,500 00		
Dexter & Moosehead Lake Railroad... 36,000 00		
Dexter & Newport Railroad..... 18,000 00		
Eastern Maine Railroad 9,500 00		
Portland & Ogdensburg Railroad 44,426 58		
Dexter & Piscataquis Railroad . . . 9,562 50		
Coos & Herford Railroad. 41,666 67		
Interest accrued during year:	821,165 00	
on funded debt..... \$817,553 67		
on other debt..... 3,611 33		
Dividends declared, 6 per cent	215,616 00	1,321,436 75
Balance for the year, surplus		46,361 91
Balance at commencement of year.....		458,500 39
	43,764 74	
Rents, wharfage, etc.	13,075 00	
Premium on bonds sold	4,805 25	
Interest on sinking funds	61,644 99	
Deduct:		
Worthless accounts	\$10,962 36	11,090 79
Accrued rents, month, September 1888.. 128 43		50,554 20
Balance September 30 1890, surplus		555,416 50
ANALYSIS OF EARNINGS.		
From local passengers.		\$758,840 71
From through passengers (to and from other roads)		819,148 91
From express and extra baggage.....		87,396 77
From mails		129,621 77
Total earnings from passenger department.		1,995,008 16
From local freight		1,235,168 24
From through freight (to and from other roads)		996,289 03
Total earnings from freight department		2,231,457 27
Total transportation earnings.....		4,226,465 43
Rents for use of road.....		23,800 00
Income from all other sources (specifying same):.....		19,964 74
Rents and wharfage	\$15,346 78	
Dividend, Dexter & Newport Railroad	300 00	
Dividend, Portland & Rochester Railroad	282 00	
Dividend, Portland & Ogdensburg Railroad.	1,981 80	
Dividend, Dexter & Piscataquis Railroad.....	1,837 50	
Telegraph receipts	216 66	
Total income from all sources.		4,270,230 17

ANALYSIS OF EXPENSES.

Taxes.....	\$ 86,480 45
General salaries, office expenses, and miscellaneous.....	143,464 42
Insurance.....	8,339 88
Telegraph expenses.....	36,475 64
Repairs of road.....	416,604 48
Iron rails (number tons laid, 309 404-2240).....	6,783 61
Steel rails (number tons laid, 3,778 597-2240).....	56,580 32
New ties (number laid, 243,864).....	58,822 85
Repairs of bridges.....	76,350 38
Repairs of buildings.....	110,435 34
Repairs of machine-shops and machinery.....	23,389 18
Repairs of fences, road crossings and signs.....	31,410 35
Removing ice and snow.....	6,118 18
Repairs of locomotives.....	157,290 11
New locomotives.....	47,172 64
Fuel, locomotive power.....	322,899 97
Water and water stations.....	17,513 23
Oil and waste.....	22,141 42
Switchmen, watchmen, flag and signal men.....	76,600 68
Repairs of passenger, mail and baggage cars.....	80,777 81
New passenger, mail and baggage cars.....	69,876 40
Damages and gratuities to passengers.....	39,400 74
Salaries, wages and incidentals of passenger trains.....	204,264 17
Salaries, wages and incidentals of passenger stations.....	118,967 40
Passenger-car mileage (debit balances).....	17,445 00
Repairs of freight-cars.....	81,383 00
New freight cars.....	77,490 62
Damages and gratuities freight.....	2,576 76
Salaries, wages and incidentals of freight-trains.....	249,690 94
Salaries, wages and incidentals of freight-stations.....	140,445 80
Freight-car mileage (debit balances).....	71,476 00
Totl expenses.....	2,858,666 77

BALANCE SHEET—ASSETS.

Construction account.....	\$11,630,655 54
Equipment account:.....	1,926,557 36
Other permanent investments (as follows):.....	4,997,539 54
Androscooggin Railroad lease.....	\$ 768,333 33
European & North American Railway lease.....	1,000,000 00
Portland & Ogdensburg Railroad lease.....	1,010,259 02
Portland & Ogdensburg Railroad improvements.....	411,568 28
Portland & Ogdensburg Railroad extension.....	467,691 56
Dexter & Piscataquis Railroad lease.....	175,000 00
Dexter & Piscataquis Railroad improvements.....	44,530 91
Herford Railway lease.....	800,000 00
Coos & Herford Railway improvements.....	10,990 25
Portland Union Railway Station bonds.....	6,000 00
Augusta and Gardiner double track.....	42,694 19
Portland Union Station Company's stock.....	25,000 00
Portland & Mt. Desert Steamboat Company's stock ..	121,000 00
Sebastieook & Moosehead Railroad stock.....	8,000 00
Dexter & Newport Railroad stock.....	5,000 00
Portland & Rochester Railroad stock.....	4,700 00
Portland & Ogdensburg Railroad stock.....	79,272 00
Dexter & Piscataquis Railroad stock.....	17,500 00
Cash item (as follows):.....	639,917 03
Cash.....	\$339,832 25
Bills receivable.....	258,310 52
Due from agents and companies.....	41,774 26

BALANCE SHEET. ASSETS—*Concluded.*

Other assets (as follows):	\$604,197 65
Materials and supplies	\$453,594 56
Sinking fund	150,803 09
Total assets	19,798,867 12

BALANCE SHEET—LIABILITIES.

Capital stock	\$3,603,500 00
Stock bonds	16,600 00
Funded debt	14,382,400 00
Maine Central interest scrip	8,992 00
Dividends unpaid	\$ 25,414 38
Interest and rents accrued	491,493 69
Notes payable	132,218 58
Vouchers and accounts	582,831 97
Profit and loss balance, surplus	555,416 50
Total liabilities	19,798,867 12

MILEAGE, TRAFFIC, ETC.

Passenger train mileage	1,444,231
Freight-train mileage	1,217,567
Switching train and working train mileage	1,130,864

Total train mileage 3,792,662

Number of local passengers (including season)	1,511,965
Number of through passengers, to and from other roads	421,412

Total number of passengers 1,933,377

Local passenger mileage (local passengers carried one mile)	38,282,229
Through passenger mileage (through passengers carried one mile)	36,757,262

Number tons of local freight carried	1,203,958
Number tons through freight carried, to and from other roads	516,149

Total number tons freight carried 1,720,107

Local freight mileage (tons local freight carried one mile)	54,906,827
Through freight mileage (tons through freight carried one mile)	59,026,734
Average number of persons employed	3,000

DESCRIPTION OF ROAD.

Length of main line of road from Portland to Bangor via Augusta	136.60
Length of main line of road from Cumberland to Skowhegan	91.20
Length of main line of road from Bath to Lewiston and Farmington	76.30
Length of main line of road from Portland to Lunenburg	109.10
Length of main line of road in Maine	355.20
Length of main line of road in New Hampshire	58.00
Length of double track on main line	11.80
Same in Maine	11.80
Total length of road belonging to this company	345.23
Aggregate length of sidings and other tracks not above enumerated	190.53
Same in Maine	175.30
Aggregate length of track, computed as single track, double track and sidings; total mileage operated	943.12
Same in Maine	794.39

DESCRIPTION OF ROAD—*Concluded.*

Total length of steel rails in tracks.....	686.29
Weight per yard, 72 pounds; number of miles.....	4.00
Weight per yard, 67 pounds; number of miles.....	195.19
Weight per yard, 60 pounds; number of miles.....	85.52
Weight per yard, 58 pounds; number of miles.....	268.50
Weight per yard, 56 pounds; number of miles.....	88.95
Weight per yard, 52 pounds; number of miles.....	41.13
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Name, description and length of each:	
Dexter & Newport, length.....	14.23
Belfast & Moosehead Lake, length.....	33.13
European & North American, length.....	114.30
Stillwater Branch, length.....	3.01
Enfield Branch, length.....	3.03
Eastern Maine, length.....	18.80
Portland & Ogdensburg, length.....	109.10
Dexter & Piscataquis, length.....	16.54
Upper Coos & Herford, length.....	75.50
Total length of above roads.....	387.64
Total length of above roads in Maine.....	254.14
Total length of above roads in other States (specifying each):.....	133.50
New Hampshire.....	79.30
Vermont.....	1.57
Province of Quebec.....	52.63
Total miles of road operated by this company.....	740.79
Total miles of road operated by this company in Maine.....	607.29
Number of stations in Maine on all roads operated by this company..	141
Number of same having telegraph offices.....	112
Number of stations on all roads owned by this company.....	75
Same in Maine.....	75

EQUIPMENT

	Leased.	Owned.	Total.
Number of locomotives.....	-	-	142
Number of passenger cars.....	-	-	129
Number of baggage, mail and express cars.....	-	-	46
Number of freight-cars (basis of 8 wheels).....	348	2319	2667
Number of other cars.....	-	-	238

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine)		From their own misconduct or carelessness. (In Maine).		Total in Maine.		Total on whole road operated.	
	Killed.	Injured	Killed	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	-	-	-	1	-	1	-	1
Employees.....	-	1	5	3	5	4	9	5
Others.....	-	-	4	1	4	1	5	1

STATEMENT OF EACH ACCIDENT IN MAINE.

October 8 1889—Two men stealing a ride on train 151 were ordered off at South Windham, and attempting to get on again after the train had started, one of them named Brimigion fell and had one leg cut off. No trainman saw the accident.

October 8 1889—Joseph Cunningham of Milford was found dead near Milford station just before train 64 arrived. He was evidently run over by some train during the night. He was intoxicated the day previous. Coroner's jury attached no blame to company or employees.

October 17 1889—Eugene Southerland of Richmond attempted to climb on a freight car which was being hauled by shifting engine at Augusta. He fell under the wheels and was run over, injuring him so badly that he died in about three hours. The man was intoxicated and trying to steal a ride. Coroner's jury attached no blame to company or employees.

November 23 1889—E. H. Penny, brakeman train 32, tripped on a switch-rod at Pittsfield and engine run over his right arm, which had to be amputated above the elbow.

January 20 1890—Shifting engine at Bangor ran over Frank Regan, injuring him so badly that he died in two hours. Regan was drunk and lying on the track. Coroner's jury exonerated the railroad company from blame.

March 25 1890—A son of John Sarrett, while playing about the cars at Webster, started a car and in attempting to couple it to another car had his head crushed between the bunters and died in a few minutes.

March 28 1890—Engine of train 37 struck John McCarthy, one of the track crew working near Webster, cutting off both legs. He was sent to Bangor by special train where he died in a few hours. Engineer Ferry says McCarthy did not appear to see or hear the train.

April 15 1890—George H. Grant, an employe at Bucksport, while assisting to shift out some cars fell from the top of a car and was run over and injured so badly that he died soon after. Coroner's jury exonerated company and employees from blame.

May 3 1890—James A. Godfrey, employed in Bangor yard, jammed his fingers while coupling cars and had to have one or two amputated. He died of lockjaw eight days after.

June 23 1890—Amos Clair, workman on Conductor Hallett's gravel train near Foxcroft, jumped from the train when in motion, fell under and was killed.

June 23 1890—Nathan Clifford, brakeman on train 173, had ribs broken and was badly jammed while coupling cars at Sebago Lake.

June 28 1890—Joseph Norman, laborer on Conductor Dougherty's gravel train, jumped from the train while in motion at Main street crossing, Brunswick; was run over and killed.

July 2 1890—John Cronin, switchman at Lewiston Lower Station, got caught between a car and platform at Androscoggin Mills, had ribs broken and was badly injured. The accident was caused by platform giving away.

July 23 1890—Thomas O'Brien, brakeman on train 37, had his hands badly jammed while coupling cars at Montague.

August 27 1890—John O'Brien of Veazie jumped from train 97 as it was leaving Exchange street, Bangor; was run over and one leg crushed so that it was necessary to amputate it.

NAME AND RESIDENCE OF OFFICERS.

President—Arthur Sewall, Bath, Me.

Vice President and General Manager—Payson Tucker, Portland, Me.

Division Superintendent—Jonas Hamilton, Portland, Me.

General Freight Agent—W. S. Eaton, Portland, Me.

General Passenger and Ticket Agent—F. E. Boothby, Portland, Me.

Treasurer—J. A. Lincoott, Farmington, Me.

Clerk of Corporation—Josiah H. Drummond, Portland, Me.

Name and Residence of Directors Last Elected—George C. Lord, Newton, Mass.
 Arthur Sewall, Bath, Me. Amos Paul, Newmarket, N. H. H. N. Jose, Portland,
 Me. Wm. G. Davis, Portland, Me. Richard Olney, Boston, Mass. Frank Jones,
 Portsmouth, N. H. Payson Tucker, Portland, Me. Samuel C. Lawrence, Medford,
 Mass. J. S. Ricker, Deering, Me. John Ware, Waterville, Me. Thomas W. Hyde,
 Bath, Me. Josiah H. Drummond, Portland, Me. *Francis W. Hill, Exeter, Me.

Proper Address of the Company—Maine Central Railroad Company, Portland, Me.

GENERAL INFORMATION.

Maximum weight of locomotives in working order	55 tons.
Maximum weight of tenders full of fuel and water ..	32.50 "
Maximum weight of passenger cars	48,550 lbs.
Average weight of mail and baggage cars	38,800 "
Average weight of 8-wheel box freight cars	17,000 "
Average weight of 8-wheel platform cars	14,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender	44' 5½"
Total length of heaviest engine and tender over all	59 ft.
Number of locomotives equipped with train brake	73
Kind of brake, Westinghouse air brake.	
Number of cars equipped with train brake	170
Kind of brake, Westinghouse air brake.	
Number of passenger cars with Miller platform and buffer	124
Number of miles of road operated by this company not furnished with telegraph facil- ities (specifying location of same):	
From Orono to Stillwater, 3.01 miles.	
From Enfield to Montague, 3.03 miles.	

Are charges for the transportation of company's supplies included in the earnings as reported for your road? No.

*Deceased.

GENERAL INFORMATION—Continued.

BRIDGES BUILT WITHIN THE YEAR IN MAINE.

<i>Location.</i>	<i>Kind.</i>	<i>Material.</i>	<i>Length.</i>
Clinton	Plate	Iron	40'-0"
Martin's Stream	Plate	Iron	64'-0"
Topsham, west approach	Plate	Iron	43'-0"
Topsham, east approach	Lattice	Iron	87'-1"
Lincoln Center	Plate	Iron	32'-0"
Crossuntic	Pile	Wood	144'-0"
Boggy Brook, No. 1	Plate	Iron	34'-0"
Boggy Brook, No. 2	Plate	Iron	34'-0"
Holden Brook	Plate	Iron	34'-0"
Reed's Pond	Plate	Iron	34'-0"
Felt Brook	Plate	Iron	34'-0"
Piscataquis	Lattice	Iron	300'-0"
Black Stream	Plate	Iron	54'-0"
Main Stream	Plate	Iron	33'-0"
Dexter Pond	Plate	Iron	33'-0"
Depot Street	Plate	Iron	48'-0"
Lincoln Street	Plate	Iron	26'-6"
Dexter Trestle	Trestle	Wood	1147'-0"
Nancy's Brook	Plate	Iron	26'-6"
Carroll Stream	Trestle	Wood	662 ft. †
John's River	Pile	Wood	84'-0"
Cemetery Road	Plate	Iron	34'-0"

†Includes at center 62 feet Howe truss.

*Number of spans of bridges, of 25 feet and upwards	215
*Number of iron bridges (aggregate length, feet, 10,727'.84")	78
*Number of wooden bridges (aggregate length, feet, 10,925'.4")	58
*Number of part wood part iron bridges (aggregate length, feet, 1,075'-7")	3
*Number of crossings of highways at grade	508
*Number of crossings of highways over railroad	31
*Number of crossings of highways under railroad	13
*Number of highway bridges 18 feet above track	5
*Number of highway bridges less than 18 feet above track	26
*Number of railroad crossings at grade (specifying each):	6
Boston & Maine, Portland.	
Portland & Rochester, Westbrook Junction.	
Portland & Rochester, Cumberland Mills	
Grand Trunk, Yarmouth Junction	
Grand Trunk, Danville	
Sandy River, Farmington.	
Number of railroad crossings over other railroads (specifying each) ..	1
Lewiston & Auburn at Auburn.	

RATES OF FARE, ETC

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company†	02.50 cents.
Average rate of fare per mile received from passengers to and from other roads	02.22 "
Average rate of fare per mile received from all passengers	02.36 "
Average rate of local freight per ton per mile on roads operated by this company†	02.25 "
Average rate of freight per ton per mile received from freight to and from other roads	01.69 "

*In Maine, on roads operated.

†Rates as per tariff.

GENERAL INFORMATION—*Concluded.*

CAPITAL STOCK		
Capital stock authorized by charter.....	\$5,000,000	
Capital stock authorized by votes of company.....	5,000,000	
Capital stock issued (number of shares, 35,936) amount paid in.....		\$3,593,60
Total number of stockholders.....	632	
Number of stockholders in Maine.....	414	
Amount of stock held in Maine.....	\$1,067,700	
DEBT.		
Funded debt, as follows:		
Androscoggin & Kennebec Railroad loans, due August 1 1890, 6s. }		642,200
Androscoggin & Kennebec Railroad, loans, due Sept. 1 1891, 6s. }		
Androscoggin & Kennebec Railroad Bath loans, due July 1 1891, 6s.....		421,500
City of Bangor loans, due January 1 1894, 6s.....		1,000,000
Maine Central debentures, due February 1 1894, 5s.....		58,000
Portland & Kennebec consols, due April 1, 1895, 6s.....		1,166,700
Leeds and Farmington, due July 1 1896, 6s.....		633,000
Maine Central \$1,000,000 loan, due July 1 1898, 7s.....		756,800
Maine Central extension, gold, due October 1 1900, 6s.....		496,500
Maine Central sinking fund bonds, due February 1 1905, 6s.....		600,000
Maine Central consols, due April 1 1912, 7s.....		3,907,200
Maine Central consols, due April 1 1912, 5s.....		269,500
Maine Central consols, due September 1 1912, 4½s.....		469,000
Maine Central improvement bonds, A, due July 1 1916, 4½s.....		200,000
Maine Central improvement bonds, B, due July 1 1917, 4½s.....		250,000
Maine Central collateral trust bonds, due June 1 1923, 5s.....		687,000
Maine Shore Line 1st mortgage bonds, due June 1 1923, 6s.....		42,000
Portland & Ogdensburg Railroad bonds, due July 1 1900, 6s.....		800,000
Portland & Ogdensburg Railroad bonds, due November 1 1908, 5s..		1,008,000
Dexter & Piscataquis loan, due July 1 1929, 4s.....		175,000
Hereford Railway bonds, due May 1 1930, 4s.....		800,000
Total.....		14,382,400

**Report of the Monson Railroad Company, for the Year Ending
September 30 1890.**

(Two feet gauge).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$11,339 10	
Total expense (including taxes)....	9,817 55	
Net income		\$1,521 55
Interest accrued during year:.....		4,951 11
on funded debt..... \$4,200 00		
on other debt..... 751 11		
Balance for the year, deficit.....		3,429 56
Balance at commencement of year as so changed, deficit		93,171 98
Balance September 30 1890, deficit.....		96,601 94
ANALYSIS OF EARNINGS.		
From local passengers.....	\$645	43
From through passengers (to and from other roads)	776	10
From express and extra baggage.....	217	73
From mails.....	267	60
Total earnings from passenger department.....	1,906	86
From local freight.....	9,428	92
From through freight (to and from other roads).....		
Total earnings from freight department.....	9,428	92
Total transportation earnings.....	11,335	78
Income from all other sources (specifying same): interest.....	3	32
Total income from all sources.....	11,339	10
ANALYSIS OF EXPENSES.		
Taxes.....	\$ 59 2	29
General salaries, office expenses and miscellaneous	721 7	71
Insurance.....	70 00	00
Repairs of road	2,218 82	88
New ties	91 72	77
Repairs of bridges.....	34 93	93
Repairs of buildings.....	222 19	19
Repairs of machine-shops and machinery.....	16 30	30
Removing ice and snow.....	163 42	42
Repairs of locomotives.....	78 58	58
Fuel, locomotive power.....	690 75	75
Water and water stations.....	5 00	00
Fuel for cars, stations, shops and stationary engines	68 75	75
Oil and waste.....	122 44	44
Repairs of passenger, mail and baggage cars	16 33	33
Salaries, wages and incidentals of passenger trains.....	880 50	50
Salaries, wages and incidentals of passenger stations	138 00	00
Repairs of freight cars	120 12	12
Damages and gratuities freight.....	24 59	59
Salaries, wages and incidentals of freight-trains	3,523 00	00
Salaries, wages and incidentals of freight-stations	552 00	00
Total expenses	9,817 55	

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Passenger and freight stations, wood-sheds and water-stations	\$125 00
Net addition to property account for the year	125 00
BALANCE SHEET—ASSETS.	
Construction account	\$60,886 68
Equipment account	17,261 95
Cash item (as follows):.....	167 03
Cash	\$167 03
Profit and loss balance, deficit	96,601 94
Total assets	174,917 60
BALANCE SHEET—LIABILITIES.	
Capital stock	\$70,000 00
Funded debt	70,000 00
Unfunded debt (as follows):	34,917 60
Interest unpaid	\$21,517 60
Notes payable	13,400 00
Total liabilities	174,917 60
MILEAGE, TRAFFIC, &C.	
Passenger train mileage	} 14,107
Freight-train mileage	
Total train mileage	14,107
Number of local passengers (including season)	1,878
Number of through passengers, to and from other roads	2,512
Total number of passengers	4,390
Local passenger mileage (local passengers carried one mile)	11,268
Through passenger mileage (through passengers carried one mile)...	15,072
Number tons local and through freight carried, to and from other roads	7,813
Total number tons freight carried	7,813
Through and local freight mileage (tons through freight carried one mile)	46,878
Average number of cars in freight train	5
Average number of persons employed	12
DESCRIPTION OF ROAD.	
Length of main line of road	6.16
Length of main line of road in Maine	6.16
Total length of branches owned by company	2.
Total length of branches owned by company in Maine	2.
Total length of road belonging to this company	8.16
Aggregate length of sidings and other tracks not above enumerated ..	1.
Same in Maine	1.
Aggregate length of track, computed as single track	9.16
Same in Maine	9.16
Total length of steel rails in tracks	9.16
Weight per yard, 30 lbs.; number of miles	9.16
Total miles of road operated by this company	8.16
Total miles of road operated by this company in Maine	8.16
Number of stations in Maine on all roads operated by this company ..	2
Number of telegraph offices in same	2
Number of stations on all roads owned by this company	2
Same in Maine	2

EQUIPMENT.

Number of locomotives owned.....	2
Number of passenger cars owned.....	1
Number of freight-cars (basis of 8 wheels) owned.....	16
Number of other cars owned.....	4

NAME AND RESIDENCE OF OFFICERS.

President—Harvey A. Whiting, Wilton, N. H.

General Manager—J. T. Kimball, Lowell, Mass.

Superintendent—W. L. Esterbrook, Monson, Maine.

General Freight Agent—W. L. Esterbrook, Monson, Maine.

General Passenger Agent—W. L. Esterbrook, Monson, Maine.

Treasurer—J. T. Kimball, Lowell, Mass.

Clerk of Corporation—J. T. Sprague, Monson, Maine.

Name and Residence of Directors Last Elected—Harvey A. Whiting, Wilton, N. H. John T. Kimball, Lowell, Mass. C. H. Latham, Lowell, Mass. George T. Jackson, Monson, Maine. John T. Sprague, Monson, Maine. Albert W. Chapin, Monson, Maine. W. L. Esterbrook, Monson, Maine.

Proper Address of the Company—Monson Railroad Company, Monson, Maine

**Report of the New Brunswick Railway Company, for the Year
Ending September 30 1890.**

AROOSTOOK RIVER BRANCH.

(Operated by the Canadian Pacific Railway Company).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$64,880 00	
Total expense (including taxes).....	46,130 00	
Net income ..		\$18,750 00
ANALYSIS OF EARNINGS.		
From local passengers	}	\$22,050 00
From through passengers (to and from other roads).....		
From express and extra baggage		1,250 00
From mails		1,960 00
Total earnings from passenger department		25,260 00
Total earnings from freight department		39,620 00
Total transportation earnings.....		64,880 00
Total income from all sources		64,880 00
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous.....		\$4,327 00
Insurance		319 00
Telegraph expenses		637 00
Repairs of road		11,095 00
Repairs of bridges		1,330 00
Repairs of buildings		1,190 00
Repairs of fences, road-crossings and signs		455 00
Repairs of locomotives		3,153 00
Fuel, locomotive power		7,460 00
Water and water stations		336 00
Switchmen, watchmen, flag and signal men....		61 00
Repairs of passenger, mail and baggage cars.....		1,260 00
Damages and gratuities to passengers		42 00
Salaries, wages and incidentals of freight-trains		9,100 00
Salaries, wages and incidentals of freight-stations.....		3,290 00
Passenger car mileage (debit balances)		294 00
Repairs of freight-cars.....		1,634 00
Damages and gratuities freight.....		147 00
Total expenses		46,130 00
DESCRIPTION OF ROAD.		
Length of main line of road from Presque Isle to boundary.....		29.2
Length of main line of road in Maine.....		29.2
Total length of steel rails in tracks.....		29.2
Weight per yard		52 lbs.

Proper Address of the Company—New Brunswick Railway Company, St. John, New Brunswick.

HOULTON BRANCH.

(Operated by the Canadian Pacific Railway Company).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$6,500 00	
Total expense (including taxes)	4,600 00	
Net income.....		\$1,900 00

ANALYSIS OF EARNINGS.

ANALYSIS OF EARNINGS.	
From local passengers.....	\$2,210 00
From through passengers (to and from other roads).....	
From express and extra baggage	
From mails.....	200 00
Total earnings from passenger department	2,535 00
Total earnings from freight department	3,965 00
Total transportation earnings	6,500 00
Total income from all sources	6,500 00
ANALYSIS OF EXPENSES.	
General salaries, office expenses, and miscellaneous.....	\$433 00
Insurance.....	32 00
Telegraph expenses	64 00
Repairs of road	1,110 00
Repairs of buildings.....	119 00
Repairs of fences, road crossings and signs	50 00
Repairs of locomotives	316 00
Fuel, locomotive power	742 00
Water and water stations	34 00
Repairs of passenger, mail and baggage cars	126 00
Salaries, wages and incidentals of passenger trains	920 00
Salaries, wages and incidentals of passenger stations	335 00
Passenger car mileage (debit balances)	30 00
Repairs of freight cars	164 00
Damages and gratuities freight.....	15 00
Total expenses.....	4,600 00
DESCRIPTION OF ROAD.	
Length of main line of road from boundary to Houlton.....	3
Length of main line of road in Maine.....	3
Total length of steel rails in tracks	3
Weight per yard	52 lbs.

Proper Address of the Company—New Brunswick Railway Company, St. John, New Brunswick.

NAME AND RESIDENCE OF OFFICERS.

President—Mr. William C. Van Horne, Montreal, P. Q.

Assistant President—Mr. I. G. Shaughnessy, Montreal, P. Q.

Comptroller—Mr. I. G. Ogden, Montreal, P. Q.

Secretary—Mr. Charles Drinkwater, Montreal, P. Q.

Treasurer—Mr. W. Sutherland, Montreal, P. Q.

Name and Residence of Directors Last Elected—Mr. Wm. C. Van Horne, Montreal, P. Q. Sir Geo. Stephen, Bart., Montreal, P. Q. Sir Donald A. Smith, K. C. M. G., Montreal, P. Q. Mr. Richard B. Angus, Montreal, P. Q. Mr. E. B. Asler, Toronto, Can. Mr. Sanford Fleming, Ottawa, Can. Mr. Geo. R. Harris, Boston, Mass. Hon. J. J. C. Abbott, Montreal, P. Q. Hon. Geo. A. Kirkpatrick, Kingston, Can. Mr. Richard J. Cross, New York, N. Y. Mr. Wilmot D. Mathews, Toronto, Can. Hon. Donald McInness, Hamilton, Ont. Mr. Thomas Skinner, London, Eng. Gen. Samuel Thomas, New York, N. Y. Mr. W. MacKay, New York.

Proper Address of the Company—Canadian Pacific Railway Company, Montreal, Quebec.

**Report of the Orchard Beach Railroad Company, for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$4,216 85	
Total expense (including taxes)	5,833 27	
Deficit		1,616 42
Interest accrued during year on debt		435 75
Balance for the year, deficit		\$2,052 17
Balance at commencement of year, surplus, \$3,815 32		
Increase in valuation of rails	728 80	
Balance at commencement of year as so changed.		4,544 12
Balance September 30 1890, surplus		2,491 95
ANALYSIS OF EARNINGS.		
From local passengers		\$3,382 05
From through passengers (to and from other roads)		809 80
From mails		25 00
Total earnings from passenger department		4,216 85
Transportation earnings		4,216 85
Total income from all sources		4,216 85
ANALYSIS OF EXPENSES.		
Taxes		\$ 47 01
General salaries, office expenses, and miscellaneous		141 35
Insurance		23 40
Repairs of road		504 54
Repairs of bridges		3,066 14
Repairs of buildings		277 83
Repairs of locomotives		373 10
Fuel, locomotive power		226 01
Oil and waste		6 52
Switchmen, watchmen, flag and signal men and agents		100 00
Salaries of passenger, mail and baggage cars		235 67
Salaries, wages and incidentals of passenger trains		449 50
Salaries, wages and incidentals of locomotive service		382 20
Total expenses		5,833 27
BALANCE SHEET—ASSETS.		
Construction account		47,424 52
Equipment account		14,280 52
Other assets, materials and supplies		750 54
Total assets		62,455 58
BALANCE SHEET—LIABILITIES.		
Capital stock		\$50,000 00
Unfunded debt (as follows)		9,963 63
Vouchers and accounts	\$9,963 63	
Profit and loss balance, surplus		2,491 95
Total liabilities		62,455 58

MILEAGE, TRAFFIC, ETC.

Passenger train mileage	6,786
Total train mileage	6,786
Number of local passengers (including season)	33,183
Number of through passengers (to and from other roads)	11,213
Total number of passengers	44,396
Local passenger mileage (local passengers carried one mile)	99,549
Through passenger mileage (through passengers carried one mile) ...	22,103
Average weight of passenger trains (exclusive of passengers)	25,000 lbs.
Average number of cars in passenger trains	3
Average number of persons employed	8
DESCRIPTION OF ROAD.	
Length of main line of road, from Old Orchard to Saco river	3
Length of main line of road in Maine	3
Total length of road belonging to this company	3
Aggregate length of sidings and other tracks not above enumerated ..	0.345
Same in Maine	0.345
Aggregate length of track, computed as single track	3.345
Same in Maine	3.345
Total miles of road operated by this company	3
Total miles of road operated by this company in Maine	3

EQUIPMENT.

Number of locomotives owned	2
Number of passenger cars owned	8
Number of baggage, mail and express cars owned	1

NAME AND RESIDENCE OF OFFICERS.

President—Geo. C. Lord, Newton, Mass.

General Manager—James T. Furber, Great Falls, N. H.

Auditor—Wm. J. Hobbs, Malden, Mass.

General Passenger Agent—D. J. Flanders, Malden, Mass.

Treasurer—Amos Blanchard, Andover, Mass.

Clerk of Corporation—Geo. F. Caleb, Saco, Me.

Name and Residence of Directors Last Elected—Geo. C. Lord, Newton, Mass. Amos Paul, So. Newmarket, N. H. Wm. S. Stevens, Dover, N. H. Jos. S. Ricker, Deer-
ing, Me. Samuel C. Lawrence, Medford, Mass. Frank Jones, Portsmouth, N. H.
Wm. S. Hart, Boston, Mass.

Proper Address of the Company—Orchard Beach Railroad Company, Boston, Mass.

**Report of the Penobscot Shore Line Railroad Company for Two
Months Ending September 30 1890.**

(Knox & Lincoln Railroad).

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$42,752 20	
Total expense (including taxes).....	15,250 36	
Net income.....		\$27,501 84
Interest accrued during two months:.....		8,666 66
on funded debt.....	\$8,666 66	
Balance for the two months, surplus.....		18,835 18
Balance September 30 1890, surplus.....		18,835 18
ANALYSIS OF EARNINGS.		
From local passengers.....		\$10,266 28
From through passengers (to and from other roads).....		18,456 82
From express and extra baggage.....		836 62
From mails.....		1,263 26
Total earnings from passenger department.....		30,822 98
From local freight.....		3,234 14
From through freight (to and from other roads).....		8,244 79
From other sources, freight department.....		124 96
Total earnings from freight department.....		11,603 89
Total transportation earnings.....		42,426 87
Income from all other sources; rents.....		325 33
Total income from all sources.....		42,752 20
ANALYSIS OF EXPENSES.		
General salaries, office expenses, and miscellaneous.....		762 96
Insurance.....		14 40
Telegraph expenses.....		26 60
Repairs of road.....		3,095 57
New ties.....		270 92
Repairs of bridges.....		892 53
Repairs of buildings.....		877 08
Repairs of locomotives.....		580 77
Ferry at Bath.....		960 75
Fuel, locomotive power.....		1,920 00
Water and water stations.....		41 66
Oil and waste.....		58 85
Switchmen, watchmen, flag and signal men.....		14 70
Repairs of passenger, mail and baggage cars.....		322 80
Salaries, wages and incidentals of passenger trains.....		1,738 43
Salaries, wages and incidentals of passenger stations.....		1,362 44
Repairs of freight-cars.....		764 52
Salaries, wages and incidentals of freight-trains.....		657 54
Salaries, wages and incidentals of freight-stations.....		830 74
Unclassified bills.....		57 10
Total expenses.....		15,250 36

BALANCE SHEET—ASSETS.

Knox & Lincoln Railroad lease.....	\$1,499,250 00
Improvement account	22,619 76
Cash item (as follows):.....	34,999 20
Cash	\$26,952 75
Due from agents and companies	8,046 45
Other assets (as follows):.....	4,770 62
Materials and supplies.....	\$4,770 62
Total assets	1,561,639 58

BALANCE SHEET—LIABILITIES.

Capital stock	\$ 200,000 00
Funded debt	1,300,000 00
Unfunded debt (as follows):.....	42,804 00
Interest unpaid.....	\$ 8,666 66
Vouchers and accounts.....	34,137 74
Profit and loss balance, surplus.....	18,835 18
Total liabilities.....	1,561,639 58

MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	17,009
Freight-train mileage	5,210
Switching train mileage	2,099
Other train mileage (mixed trains).....	1,022
Total train mileage	25,340
Number of local passengers (including season)	25,276
Number of through passengers, to and from other roads	14,156
Total number of passengers	39,432
Local passenger mileage (local passengers carried one mile)	396,658
Through passenger mileage (through passengers carried one mile) ...	526,202
Number tons of local freight carried.....	5,372
Number tons through freight carried, to and from other roads.....	7,640
Total number tons freight carried.....	13,012
Local freight mileage, tons local freight carried one mile	78,084
Through freight mileage, tons through freight carried one mile	298,420
Average weight of freight-trains, exclusive of freight.....	150 tons.
Average number of cars in freight train.....	14
Average number of persons employed.....	110

DESCRIPTION OF ROAD.

Length of main line of road from Bath to Rockland.....	50 miles.
Length of main line of road in Maine	50 "
Aggregate length of sidings and other tracks not above enumerated..	5 "
Same in Maine	5 "
Total length of steel rails in track	48½ "
Weight per yard	56 lbs.
Number of stations in Maine on all roads operated by this company..	11
Number of telegraph offices in same.....	4

EQUIPMENT.

Number of locomotives owned.....	7
Number of passenger cars owned.....	11
Number of baggage, mail and express cars owned.....	2
Number of freight-cars (basis of 8 wheels) owned.....	143
Number of other cars owned.....	9

NAME AND RESIDENCE OF OFFICERS.

President—Arthur Sewall, Bath, Me.

General Manager—Payson Tucker, Portland, Me.

Superintendent—W. S. White, Bath, Me.

Treasurer—F. H. Low, Bath, Me.

Clerk of Corporation—David W. Snow, Portland, Me.

Name and Residence of Directors Last Elected—Joseph S. Ricker, Deering, Me.

Henry B. Cleaves, Portland, Me. Payson Tucker, Portland, Me. William L. Putnam, Portland, Me. Arthur Sewall, Bath, Me. Fred E. Richards, Portland, Me. Asa P. Potter, Boston, Mass.

Proper Address of the Company—Penobscot Shore Line Railroad Company, Bath, Me.

**Report of the Portland Railroad Company, for the Year Ending
September 30 1890.**

(Horse).

GENERAL EXHIBIT FOR THE YEAR		
Total income.....	\$138,654 36	
Total expense (including taxes).....	112,329 91	
Net income.....		\$26,324 45
Interest accrued during year.....		2,098 81
Dividends declared, 6 per cent.....		12,000 00
Balance for the year, surplus.....		12,225 64
Balance at commencement of year.....		52,759 43
Balance September 30 1890, surplus.....		64,985 07
ANALYSIS OF EARNINGS.		
From local passengers.....		\$136,010 53
Total earnings from passenger department.....		136,010 53
Total transportation earnings.....		136,010 53
Income from all other sources (specifying same):.....		2,643 83
Manure sales.....	\$1,220 47	
Advertising.....	330 84	
Rents.....	1,074 33	
Miscellaneous.....	18 19	
Total income from all sources.....		138,654 36
ANALYSIS OF EXPENSES.		
Taxes.....		1,949 55
General salaries, office expenses, and miscellaneous.....		2,915 00
Insurance.....		1,111 84
Repairs of road.....		4,973 81
Repairs of buildings.....		2,848 81
Removing ice and snow.....		816 80
Horses.....		7,615 27
Hay and grain.....		18,456 61
Straw.....		1,662 15
Repairs of passenger, mail and baggage cars.....		6,344 22
Damages and gratuities to passengers.....		597 25
Salaries, wages and incidentals of passenger trains.....		53,771 32
Salaries, wages and incidentals, tickets and printing.....		328 23
Blacksmith shop material.....		945 08
Rents.....		1,712 92
General expenses.....		5,727 38
Harness account.....		557 77
Total expenses.....		112,329 91
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Munjoy extension.....		4,839 34
Passenger, mail and baggage cars (number, 3).....		2,675 00
Net addition to property account for the year.....		7,514 34

BALANCE SHEET—ASSETS.

Construction account	\$173,924 79
Equipment account	34,016 90
Other permanent investments (as follows):	
Real estate	62,789 83
Horses	31,879 35
Stock of Ocean Street Railroad	1,225 00
Cash item (as follows):	9,149 20
Cash	\$9,149 20
Total assets	302,985 07

BALANCE SHEET—LIABILITIES.

Capital stock	\$200,000 00
Unfunded debt, as follows:	38,000 00
Notes payable	\$38,000 00
Profit and loss balance, surplus	64,985 07
Total liabilities	302,985 07

MILEAGE, TRAFFIC, ETC.

Number of local passengers (including season)	2,728,933
Total number of passengers	2,728,933
Average number of persons employed	115

DESCRIPTION OF ROAD.

Length of main line of road	11.31
Length of double track on main line	2.50
Total length of road belonging to this company	13.81
Aggregate length of sidings and other tracks, not above enumerated79
Aggregate length of track, computed as single track	14.60
Total miles of road operated by this company	11.31
Total miles of road operated by this company in Maine	11.31

EQUIPMENT.

Number of passenger cars owned	54
Number of other cars owned	4

STATEMENT OF EACH ACCIDENT IN MAINE.

Lady fell while alighting from car, and broke her arm.
 Team driven by Charles H. Chase, collided with car. Mr. Chase was thrown out and slightly injured.

NAME AND RESIDENCE OF OFFICERS.

President—Harrison J. Libby, Portland, Me
General Manager—Edward A. Newman, Deering, Me.
Treasurer—Edward A. Newman, Deering, Me.
Clerk of Corporation—Edward A. Newman, Deering, Me.

Name and Residence of Directors Last Elected—Harrison J. Libbey, Portland, Me.
 William R. Wood, Portland, Me. Hanson M. Hart, Portland, Me. William A. Wheeler, Norfolk, Va. Charles F. Libby, Portland, Me.

Proper Address of the Company—Portland Railroad Company, 471 Congress Street, Portland, Maine.

**Report of the Portland & Rochester Railroad Company, for the
Year Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$235,871 81	
Total expense (including taxes)	180,370 87	
Net income ..		\$55,501 44.
Dividends declared, 6 per cent.....		35,524 22.
Balance for the year.....		19,976 22.
Profit account.....		84,814 61
Balance September 30 1890.....		104,790 83.
ANALYSIS OF EARNINGS.		
From local passengers.....	}	\$97,209 88.
From through passengers (to and from other roads).....		
From express and extra baggage		2,889 19
From mails.....		7,343 41
Total earnings from passenger department.....		107,442 48.
From local freight	}	
From through freight (to and from other roads).....		126,530 81.
From other sources, freight department		
Total earnings from freight department		126,530 81
Total transportation earnings.....		233,973 29.
Rents, etc.....		1,898 02
Total income from all sources		235,871 31
ANALYSIS OF EXPENSES.		
Taxes.....		\$ 3,201 78.
General salaries, office expenses, and miscellaneous.....		14,750 65
Insurance		829 29
Telegraph expenses.....		939 40
Repairs of road		21,259 89.
Steel rails.....		4,100 78
New ties		3,249 43
Repairs of bridges		4,137 84
Repairs of buildings.....		2,721 83
Repairs of machine-shops and machinery.....		832 31
Repairs of fences, road crossings and signs.....		1,194 71
Removing ice and snow.....		710 38.
Repairs of locomotives.....		5,221 98
New locomotives.....		15,500 00.
Fuel, locomotive power		21,155 76.
Water and water stations		704 92
Fuel for cars, stations, shops and stationary engines		1,348 14
Oil and waste.....		2,043 75
Switchmen, watchmen, flag and signal men.....		7,474 50.
Repairs of passenger, mail and baggage cars.....		6,810 50
Damages and gratuities to passengers		303 50
Salaries, wages and incidentals of passenger trains		12,783 73
Salaries, wages and incidentals of passenger stations.....		4,536 87
Passenger-car mileage (debit balances)		86 24
Repairs of freight cars.....		9,679 97
New freight cars.....		7,875 00
Damages and gratuities freight.....		314 10
Salaries, wages and incidentals of freight-trains		17,694 49.

ANALYSIS OF EXPENSES—Concluded.

Salaries, wages and incidentals of freight-stations	\$4,536 87
Locks and wharves	1,147 97
Back Bay land (filling flats).....	3,224 39
Total expenses.....	180,370 87
BALANCE SHEET—ASSETS.	
Construction account	\$592,070 45
Equipment account.....	
Other permanent investments (as follows):.....	51,137 44
Lands in Portland	\$45,601 44
Lands in Gorham	2,286 00
Lands in Westbrook	2,450 00
Lands in Alfred	800 00
Cash item (as follows):	5,882 07
Cash	\$5,015 41
Bills receivable.....	250 00
Due from agents and companies.....	616 66
Other assets (as follows):	47,771 32
Materials and supplies.....	\$17,017 05
Portland & Rochester extension	30,754 27
Total assets.....	696,861 28
BALANCE SHEET—LIABILITIES.	
Capital stock issued	\$592,070 45
Profit and loss balance, surplus	104,790 83
Total liabilities	696,861 28
MILEAGE, TRAFFIC, ETC.	
Passenger train mileage	122,038
Freight-train mileage	72,276
Switching train mileage	40,323
Other train mileage	
Total train mileage	325,637
Number of season-ticket passengers	66,482
Number of local passengers (including season).	302,260
Number of through passengers, to and from other roads.....	24,523
Total number of passengers	326,783
Local passenger mileage (local passengers carried one mile).....	2,942,060
Through passenger mileage (through passengers carried one mile)...	718,750
Number tons of local freight carried	68,689
Number tons through freight carried, to and from other roads.....	101,742
Total number tons freight carried	170,431
Local freight mileage (tons local freight carried one mile)	1,643,346
Through freight mileage (tons through freight carried one mile)....	4,321,351
Average weight of passenger trains (exclusive of passengers)	63 tons.
Average number of cars in passenger trains.....	3
Average weight of freight-trains (exclusive of freight).....	171 tons.
Average number of cars in freight-train.....	19
Average number of persons employed	160

DESCRIPTION OF ROAD.

Length of main line of road from Portland to Rochester	52.50
Length of main line of road in Maine.....	49.08
Length of main line of road in New Hampshire.....	3.50
Aggregate length of sidings and other tracks not above enumerated ..	15.59
Same in Maine.....	13.59
Aggregate length of track, computed as single track	68.09
Same in Maine.....	62.69
Total length of steel rails in tracks	53.90
Weight per yard, 56 pounds; number of miles	53.60
Weight per yard, 60 pounds; number of miles30
Total miles of road operated by this company...	52.50
Total miles of road operated by this company in Maine.....	49.00
Number of stations in Maine on all roads operated by this company..	15
Number of telegraph offices in same.....	13
Number of stations on all roads owned by this company	17
Same in Maine.....	15

EQUIPMENT.

Number of locomotives owned	10
Number of passenger cars owned	11
Number of baggage, mail and express cars owned.....	7
Number of freight cars (basis of 8 wheels) owned.....	244
Number of other cars owned	28

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine).		From their own misconduct or carelessness (In Maine).		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers..	-	-	-	-	-	-	-	-
Employees..	-	2	-	-	-	2	-	2
Others.....	-	-	-	4	-	4	-	4

STATEMENT OF EACH ACCIDENT IN MAINE.

October 29 1889—Train No. 7 struck and slightly injured W. J. Johnson near Green street, Portland, who was intoxicated and walking on the track.

January 14 1890—Train No. 16. Frank Swan, brakeman, hand jammed while shackling cars at Sacoarappa. Lost one finger.

April 4 1890—Train No. 16 struck and injured Ira Kneeland, who was intoxicated and was sitting close to the track. Accident about one mile west of Gorham.

STATEMENT OF EACH ACCIDENT IN MAINE—*Concluded.*

May 26 1890—Train No. 1 struck brick team at Stroudwater crossing, Saccarappa. A boy named Bertie Bennett was riding on the cart and was severely injured.

July 4 1890—Train No. 3 struck James Veazie, who was intoxicated and sitting on the track. Not seriously injured. Accident near second crossing east of Gorham.

August 18 1890—Switching engine. W. W. Murphy, brakeman, had end of finger jammed while shackling cars at Portland.

NAME AND RESIDENCE OF OFFICERS.

President—George P. Wescott, Portland, Me.

Superintendent—J. W. Peters, Portland, Me.

Treasurer—Wm. H. Conant, Portland, Me.

Clerk of Corporation—Wm. H. Conant, Portland, Me.

Name and Residence of Directors Last Elected—George P. Wescott, Portland, Me. Nathan Webb, Portland, Me. Wm. L. Putnam, Portland, Me. Charles McCarthy Jr., Portland, Me. J. B. Baxter, Portland, Me. J. S. Rieker, Deering, Me. G. C. Lord, Newton, Mass. Arthur Sewall, Bath, Me. Stephen J. Young, Brunswick, Me.

Proper Address of the Company—Portland & Rochester Railroad, Portland, Me.

**Report of the Portland, Saco and Portsmouth Railroad Company, for
the Year Ending June 30 1890.**

(Leased to Eastern Railroad; operated by the Boston & Maine Railroad)

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$90,220 45	
Net income		\$90,220 45
Dividends declared, 6 per cent		90,000 00
Balance for the year, surplus		220 45
Balance at commencement of year	\$3,778 84	
Balance at commencement of year as so changed		3,778 84
Balance September 30 1890, surplus		3,999 29
ANALYSIS OF EARNINGS.		
Rents for use of road		\$90,000 00
Interest on deposit at bank		220 45
Total income from all sources		90,220 45
BALANCE SHEET—ASSETS.		
Construction account		\$1,382,445 00
Equipment account		96,555 00
Stock of Portsmouth Bridge Company, 200 shares, of doubtful value, and wharf property at Portland, all called		20,000 00
Cash item, cash		6,430 29
Total assets		1,505,430 29
BALANCE SHEET—LIABILITIES.		
Capital stock		\$1,500,000 00
Dividends unpaid		1,431 00
Profit and loss balance, surplus		3,999 29
Total liabilities		1,505,430 29
DESCRIPTION OF ROAD		
Length of main line of road from Portland to Portsmouth		50.76
Length of main line of road in Maine		50.76
Total length of road belonging to this company		50.76
Aggregate length of sidings and other tracks not above enumerated ..		17.86
Same in Maine		17.86
Aggregate length of track, computed as single track		68.62
Same in Maine		68.62
Total length of steel rails in tracks		56.50
Weight per yard	58, 60, 63, 67 and 68 lbs	

NAME AND RESIDENCE OF OFFICERS.

President—Samuel C. Lawrence, Medford, Mass.

Vice President—Frank Jones, Portsmouth, N. H.

Treasurer—Edward Lesley, Newburyport, Mass.

Clerk of Corporation—F. R. Barrett, Portland, Me.

Name and Residence of Directors Last Elected—Samuel C. Lawrence, Medford, Mass.
Walter Hunnewell, Wellesley, Mass. Arthur Sewall, Bath, Me. Frank Jones,
Portsmouth, N. H. Daniel W. Lawrence, Medford, Mass. F. R. Barrett, Portland, Me.
George O. Carpenter, Boston, Mass.

Proper Address of the Company—Portland, Saco & Portsmouth R. R. Co., Treasurer's
Office, Eastern R. R., Causeway St., Boston, Mass.

**Report of the Rockport Railroad Company for the Year Ending
September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$11,086 38	
Total expense (including taxes)	8,246 92	
Net income		\$2,839 46
ANALYSIS OF EARNINGS.		
Total earnings from freight department		\$11,086 38
Total transportation earnings		11,086 38
Total income from all sources		11,086 38
ANALYSIS OF EXPENSES.		
Repairs of road		\$3,675 50
Repairs of bridges and culverts		825 00
Repairs of fences, road crossings and signs		175 00
Fuel, locomotive power		600 00
Water and water stations		25 00
Oil and waste		100 00
Repairs of freight-cars		941 42
Salaries, wages and incidentals of freight-trains		1,905 00
Total expenses		8,246 92
BALANCE SHEET—ASSETS.		
Construction account		\$22,000 00
Equipment account		8,000 00
Total assets		30,000 00
BALANCE SHEET—LIABILITIES.		
Capital stock		\$30,000 00
Total liabilities		30,000 00
MILEAGE, TRAFFIC, ETC.		
Total number tons freight carried		17,125
Local freight mileage (tons local freight carried one mile)		51,375
Average number of cars in freight-train		15
Average number of persons employed		3
DESCRIPTION OF ROAD.		
Length of main line of road from Rockport to S. Corner		3 miles.
Total length of road belonging to this company		3 "
Same in Maine		3 "
Aggregate length of track, computed as single track		3 "
Same in Maine		3 "
Total length of steel rails in tracks		3 "
Weight per yard, 25 pounds; number of miles		3

EQUIPMENT.

Number of locomotives owned	2
Number of freight cars (basis of 8 wheels) owned	30
Number of other cars owned	3

NAME AND RESIDENCE OF OFFICERS.

President—P. J. Carlton, Rockport, Me.

General Manager—P. J. Carlton, Rockport, Me.

Treasurer—H. L. Shepherd, Rockport, Me.

Clerk of Corporation—L. H. Lovejoy, Rockport, Me.

Name and Residence of Directors Last Elected—S. D. Carlton, P. J. Carlton, S. E. Shepherd, H. L. Shepherd, O. P. Shepherd, Ralph W. Carlton, all of Rockport, Me.

Proper Address of the Company—Rockport Railroad Company, Rockport, Me.

**Report of the Rumford Falls & Buckfield Railroad for the Year
Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR		
Total income	\$48,526 99	
Total expense (including taxes)	33,630 66	
Net income		\$14,896 33
Interest accrued during year:		14,504 26
on funded debt	\$10,563 00	
on other debt	3,941 26	
Balance for the year, surplus		392 07
Balance at commencement of year, deficit....	\$265 81	
Robbery at Buckfield	6 35	
Balance at commencement of year as so changed		272 16
Balance September 30 1890, surplus		119 91
ANALYSIS OF EARNINGS.		
From local passengers,		\$ 4,516 76
From through passengers (to and from other roads)		11,623 24
From express and extra baggage		1,052 16
From mails		1,736 76
Total earnings from passenger department.		18,928 92
From local freight		12,188 91
From through freight (to and from other roads)		17,103 63
Total earnings from freight department		29,292 54
Total transportation earnings		48,221 46
Income from all other sources, telegraph line, rents, etc.		305 53
Telegraph line	\$253 34	
Miscellaneous	52 19	
Total income from all sources		48,526 99
ANALYSIS OF EXPENSES.		
Taxes		\$ 88 52
General salaries, office expenses, and miscellaneous.		4,624 08
Insurance		253 89
Telegraph expenses		60 28
Repairs of road		8,726 81
Steel rails (number tons laid, 80, included in repairs).		
New ties (number laid, 7,298)		1,828 03
Repairs of bridges		1,150 72
Repairs of buildings, engine house and turn-tables		705 87
Repairs of fences, road crossings and signs		67 29
Removing ice and snow, repair of plow		52 02
Repairs of locomotives		1,673 93
Fuel, locomotive power		3,406 00
Water and water stations		97 70
Fuel for cars, stations, shops and stationary engines		212 60
Oil and waste		375 67
Switchmen, watchmen, flag and signal men		420 45
Repairs of passenger, mail and baggage cars		681 64
Salaries, wages and incidentals of passenger trains		2,872 68
Salaries, wages and incidentals of passenger stations		1,427 05
Repairs of freight cars		663 68
Damages and gratuities freight		10 76
Salaries, wages and incidentals of freight-trains		2,723 40

ANALYSIS OF EXPENSES.

Salaries, wages and incidentals of freight-stations	\$1,363 54
Freight-car mileage (debit balances).....	154 16
Total expenses.....	33,630 66
BALANCE SHEET—ASSETS.	
Construction account	\$659,028 36
Equipment account.....	64,289 56
Cash item (as follows):	
Cash.....	\$ 1,264 06 }
Due from agents and companies	3,553 88 }
Other assets, materials and supplies.....	\$3,273 88 }
Rumford Falls extension.....	644 05 }
Total assets	732,053 79
BALANCE SHEET—LIABILITIES.	
Capital stock	\$500,000 00
Funded debt.....	150,900 00
Unfunded debt (as follows):.....	81,033 88
Interest unpaid.....	\$ 8,199 41
Notes payable.....	68,049 79
Vouchers and accounts.....	4,784 68
Profit and loss balance, surplus	119 91
Total liabilities.....	732,053 79
MILEAGE, TRAFFIC, ETC.	
Passenger train mileage	26,474
Freight-train mileage.....	24,000
Switching train mileage	1,500
Other train mileage.....	2,500
Total train mileage.....	54,474
Number of local passengers (including season).....	12,276
Number of through passengers (to and from other roads)	13,648
Total number of passengers.....	25,924
Local passenger mileage (local passengers carried one mile).....	150,448
Through passenger mileage (through passengers carried one mile)....	250,784
Number tons of local freight carried	17,648
Number tons through freight carried (to and from other roads).....	18,791
Total number tons freight carried.....	36,439
Local freight mileage (tons local freight carried one mile)	388,780
Through freight mileage (tons through freight carried one mile)	387,844
Average weight of passenger trains (exclusive of passengers)	78 tons
Average number of cars in passenger trains	3
Average weight of freight-trains (exclusive of freight).....	120 tons.
Average number of cars in freight-train	9
Average number of persons employed	45
DESCRIPTION OF ROAD.	
Length of main line of road from Mechanic Falls to Gilbertville	26.77
Length of main line of road in Maine	26.77
Total length of road belonging to this company	26.77
Aggregate length of sidings and other tracks not above enumerated..	3.26
Total length of steel rails in tracks.....	22.00
Total miles of road operated by this company.....	26.77

DESCRIPTION OF ROAD—*Concluded.*

Total miles of road operated by this company in Maine	26.77
Number of stations in Maine on all roads operated by this company ..	7
Number of telegraph offices in same.....	4
Number of stations on all roads owned by this company.....	7
Same in Maine	7

EQUIPMENT.

Number of locomotives owned.....	3
Number of passenger cars owned.....	4
Number of baggage, mail and express cars owned.....	2
Number of freight cars (basis of 8 wheels) owned	68

NAME AND RESIDENCE OF OFFICERS.

President—William L. Putnam, Portland, Me.

Superintendent—L. L. Lincoln, Canton, Me.

Treasurer—R. C. Bradford, Portland, Me.

Clerk of Corporation—R. C. Bradford, Portland, Me.

Name and Residence of Directors Last Elected—William L. Putnam, Portland, Me.
 Charles R. Milliken, Portland, Me. William H. Moulton, Portland, Me. Geo. C.
 Wing, Auburn, Me. Otis Hayford, Canton, Me. George D. Bisbee, Buckfield, Me.
 R. C. Bradford, Portland, Me.

Proper Address of the Company—Rumford Falls and Buckfield Railroad Company,
 Portland, Maine.

**Report of the Sandy River Railroad Company for the Year
Ending September 30 1890.**

(Two Feet Gauge).

GENERAL EXHIBIT FOR THE YEAR		
Total income.....	\$32,542 98	
Total expense (including taxes).....	19,156 14	
Net income.....		\$13,386 84
Interest accrued during year:.....	4,500 00	
on funded debt..... \$4,500 00		
Dividends declared, 6 per cent.	4,146 00	8,646 00
Balance for the year, surplus		4,740 84
Balance at commencement of year, surplus, \$2,408 49		
Balance at commencement of year as so changed.		2,408 49
Balance September 30 1890, surplus		7,149 33
ANALYSIS OF EARNINGS.		
From local passengers		\$8,348 64
From through passengers (to and from other roads).....		3,258 64
From express and extra baggage		1,051 61
From mails.....		957 96
Total earnings from passenger department		13,614 85
From local freight		18,928 13
Total earnings from freight department		18,928 13
Total transportation earnings.....		32,542 98
Total income from all sources		32,542 98
ANALYSIS OF EXPENSES.		
Taxes.....		\$ 36 00
General salaries, office expenses, and miscellaneous.....		2,831 63
Insurance.....		102 12
Repairs of road.....		3,870 67
New ties.....		954 58
Repairs of buildings.....		1,289 34
Repairs of locomotives		877 29
Fuel, locomotive power		2,350 00
Fuel for cars, stations, shops and stationary engines		150 00
Oil and waste		202 00
Repairs of passenger, mail and baggage cars.....		1,188 48
Salaries, wages and incidentals of passenger trains.....		2,345 93
Salaries, wages and incidentals of passenger stations.....		754 03
Salaries, wages and incidentals of freight-trains.....		1,668 09
Salaries, wages and incidentals of freight-stations.....		535 97
Total expenses.....		19,156 14

BALANCE SHEET—ASSETS.

C onstruction account	\$112,895 60
E quipment account	35,690 14
C ash item (as follows):	15,236 27
Cash	\$10,675 26
Bills receivable	1,482 75
Due from agents and companies	3,078 26
O ther assets (as follows):	5,093 54
Materials and supplies	\$3,730 00
Real estate	600 00
Water supply	763 54
Total assets	168,915 55

BALANCE SHEET—LIABILITIES.

C apital stock	\$69,100 00
U nded debt	90,000 00
U nfunded debt (as follows):	2,666 31
Interest unpaid	\$375 00
Dividends unpaid	79 00
Vouchers and accounts	2,212 31
P rofit and loss balance, surplus	7,149 24
Total liabilities	168,915 55

MILEAGE, TRAFFIC, ETC.

P assenger train mileage	20,550
F reight-train mileage	14,808
O ther train mileage	500
Total train mileage	35,658
N umber of local passengers (including season)	17,397
N umber of through passengers, to and from other roads	3,979
Total number of passengers	21,376
L ocal passenger mileage (local passengers carried one mile)	223,544
T hrough passenger mileage (through passengers carried one mile)	43,265
N umber tons of local freight carried	13,391
Total number tons freight carried	13,391
L ocal freight mileage (tons local freight carried one mile)	190,194
T hrough freight mileage (tons through freight carried one mile)	
A verage weight of passenger trains (exclusive of passengers)	25 tons.
A verage number of cars in passenger trains	3
A verage weight of freight-trains (exclusive of freight)	25 tons.
A verage number of cars in freight-train	4
A verage number of persons employed	26

DESCRIPTION OF ROAD.

L ength of main line of road from Farmington to Phillips	18.00
L ength of main line of road in Maine	18.00
T otal length of road belonging to this company	18.00
A ggregate length of sidings and other tracks not above enumerated35
S ame in Maine35
A ggregate length of track, computed as single track	18.35
S ame in Maine	18.35
T otal length of steel rails in tracks	6.00
W eight per yard, 35 pounds; number of miles	6.00

EQUIPMENT.

Number of locomotives owned	3
Number of passenger cars owned	4
Number of baggage, mail and express cars owned	1
Number of freight cars (basis of eight wheels) owned	33
Number of other cars owned	2

NAME AND RESIDENCE OF OFFICERS.

President—N. B. Beal, Phillips, Me.

Superintendent—N. B. Beal, Phillips, Me.

General Passenger Agent—J. E. Thompson, Phillips, Me.

Treasurer—J. E. Thompson, Phillips, Me.

Clerk of Corporation—Daniel M. Bonney, Farmington, Me.

Name and Residence of Directors Last Elected—N. B. Beal, Phillips, Me. Joel Wilber, Avon, Me. Daniel M. Bonney, Farmington, Me. J. H. Bonney, Farmington, Me. W. D. Sewall, Bath, Me.

Proper Address of the Company—Sandy River Railroad Company, Phillips, Me.

**Report of the Sebasticook & Moosehead Lake Railroad Company,
for the Year Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$7,782 46	
Total expense (including taxes)	7,330 00	
Net income		\$452 46
Balance for the year, surplus.....		452 46
Balance at commencement of year.....	\$698 01	
Balance at commencement of year as so changed.....		698 01
Balance September 30 1890, surplus		1,150 47
ANALYSIS OF EARNINGS.		
From local passengers.....	\$2,003 71	
From through passengers (to and from other roads).....	903 18	
From express and extra baggage.....	417 33	
From mails	363 80	
Total earnings from passenger department	3,688 02	
From local freight.....	870 30	
From through freight (to and from other roads).....	3,224 14	
Total earnings from freight department.....	4,099 44	
Total transportation earnings	7,782 46	
Total income from all sources.....	7,782 46	
ANALYSIS OF EXPENSES.		
Taxes	\$ 7 24	
General salaries, office expenses, and miscellaneous.....	670 37	
Repairs of road	1,777 81	
Repairs of bridges and buildings	100 88	
Repairs of machine-shops and machinery.....	9 50	
Repairs of fences, road crossings and signs.....	82 17	
Repairs of locomotives	219 83	
Fuel, locomotive power	989 62	
Water and water stations.....	2 87	
Fuel for cars, stations, shops and stationary engines.....	95 39	
Oil and waste.....	132 98	
Repairs of passenger, mail and baggage cars.....	277 07	
Salaries, wages and incidentals of passenger trains.....	863 09	
Salaries, wages and incidentals of passenger stations.....	426 17	
Damages and gratuities freight.....	6 62	
Salaries, wages and incidentals of freight-trains.....	863 10	
Salaries, wages and incidentals of freight-stations	426 18	
Freight car mileage (debit balances).....	19 11	
Switchmen, flagmen, watch and signal men.....	360 00	
Total expenses.....	7,330 00	
BALANCE SHEET—ASSETS.		
Construction account, estimated.....	\$126,000 00	
Cash item (as follows):	1,150 47	
Cash.....	\$1,150 47	
Total assets.....	127,150 47	

BALANCE SHEET—LIABILITIES.

Capital stock.....	\$126,000 00
Profit and loss balance, surplus.....	1,160 47
Total liabilities.....	127,150 47
MILEAGE, TRAFFIC, ETC.	
Passenger train mileage.....	7,512
Freight-train mileage.....	7,512
Other train mileage.....	600
Total train mileage.....	15,524
Number of season ticket passengers.....	1
Number of local passengers, including season..	5,539
Number of through passengers, to and from other roads.....	2,258
Total number of passengers.....	7,797
Local passenger mileage (local passengers carried one mile).....	39,712
Through passenger mileage, through passengers carried one mile.....	18,064
Number tons of local freight carried.....	920
Number tons through freight carried, to and from other roads.....	3,392
Total number of tons carried.....	4,312
Local freight mileage (tons local freight carried one mile).....	7,360
Through freight mileage (tons through freight carried one mile).....	27,136
Average number of cars in freight train.....	2
Average number of persons employed.....	10
Average number of cars in passenger trains.....	2
DESCRIPTION OF ROAD.	
Length of main line of road from Hartland to Pittsfield.....	8.00
Length of main line of road in Maine.....	8.00
Total length of road belonging to this company.....	8.00
Aggregate length of sidings and other tracks not above enumerated. Same in Maine.....	.25
Aggregate length of track, computed as single track.....	8.25
Same in Maine.....	8.25
Total length of steel rails in track.....	8.25
Weight per yard.....	50 lbs.
Total miles of road operated by this company.....	8
Total miles of road operated by this company in Maine.....	8
Number of stations in Maine on all roads operated by this company..	3
Number of telegraph offices in same.....	2
Number of stations on all roads owned by this company.....	3
Same in Maine.....	3

EQUIPMENT.

Number of locomotives owned.....	1
Number of passenger cars owned.....	1
Number of baggage, mail and express cars owned.....	1
Number of freight-cars (basis of 8 wheels) owned.....	6

NAME AND RESIDENCE OF OFFICERS.

President—Thomas Temple, Fredericton, N. B.

Vice President—G. J. Shaw, Hartland, Me.

Superintendent—F. E. McIntosh, Hartland, Me.

General Freight Agent—F. E. McIntosh, Hartland, Me.

General Passenger Agent—F. E. McIntosh, Hartland, Me.

Treasurer—J. O. Bradbury, Hartland, Me.

Clerk of Corporation—D. E. Thompson, Hartland, Me.

Name and Residence of Directors Last Elected—Thomas Temple, Fredericton, N. B.
Wesley Vanwart, Fredericton, N. B. J. O. Bradbury, Saco, Me. G. J. Shaw, Hart-
land, Me. H. C. Fuller, Hartland, Me.

Proper Address of the Company—Sebastiscook & Moosehead Railroad Company,
Hartland, Me.

**Report of the Somerset Railway Company, for Year Ending
September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$54,189 15	
Total expense (including taxes)	36,395 21	
Net income		\$17,793 94
Interest accrued during year		11,250 00
on funded debt	\$11,250	
Balance for the year, surplus		6,543 94
Balance at commencement of year.....	\$31,515 07	
Balance at commencement of year as so changed		31,515 07
Balance September 30 1890, surplus.....		38,059 01
ANALYSIS OF EARNINGS.		
From local passengers		\$14,799 19
From through passengers (to and from other roads).....		4,430 96
From express and extra baggage		924 35
From mails.....		2,090 20
Total earnings from passenger department		22,244 80
From local freight.		11,497 65
From through freight (to and from other roads).....		20,446 70
Total earnings from freight department		31,944 35
Total transportation earnings.....		54,189 15
Total income from all sources		54,189 15
ANALYSIS OF EXPENSES.		
Taxes.....		\$ 490 70
General salaries, office expenses and miscellaneous.		4,412 91
Insurance		879 12
Telegraph expenses		91 13
Repairs of road.....		8,950 36
Renewal iron (number tons laid, 350) paid for in 1889.....	}	79 80
New ties (number laid, 3,000) paid for in 1889.....		
Repairs of bridges		523 72
General repairs		1,076 99
Removing ice and snow.....		38 26
Repairs of locomotives		1,404 49
Fuel, locomotive power.....		4,952 88
Water and water stations		50 05
Oil and waste.....		423 71
Repairs of all cars		1,423 58
Tools, etc., including hand push cars.....		1,689 29
Salaries, wages and incidentals of all trains.....		5,353 31
Salaries, wages and incidentals of all stations.....		3,605 61
Damages and gratuities freight.....		108 54
Freight-car mileage (debit balances)		606 63
Total expenses		36,395 21

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry (including superstructure).....	\$28,878 38
Bridging.....	12,575 16
Land, land damages and fences.....	2,139 26
Engineering, agencies, salaries and other expenses during construction.....	904 20
Total for construction.....	45,374 98
Total expenditures charged to property accounts.....	45,374 98
Net addition to property account for the year.....	45,374 98
BALANCE SHEET—ASSETS.	
Construction account.....	777,906 20
Equipment account.....	20,965 00
Cash item (as follows):.....	14,418 32
Cash.....	\$ 3,306 07
Due from agents and companies.....	11,212 25
Other assets (as follows):.....	14,146 78
Materials and supplies.....	\$14,446 78
Total assets.....	827,436 30
BALANCE SHEET—LIABILITIES.	
Capital stock.....	\$492,600 00
Funded debt.....	225,000 00
Unfunded debt (as follows):.....	71,777 29
Notes payable.....	\$56,186 97
Vouchers and accounts.....	15,690 32
Profit and loss balance, surplus.....	\$8,059 01
Total liabilities.....	827,436 30
PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.	
Bonds guaranteed by this company or a lien on its road (specifying same):.....	\$244,048 79
Somerset Railroad bonds to cancelled by stock.....	\$148,400 00
Coupons.....	94,630 49
Scrip.....	1,118 27
Total (not included in balance sheet).....	244,048 76
MILEAGE, TRAFFIC, ETC.	
Passenger train mileage.....	27,989
Freight-train mileage.....	21,736
Switching train mileage.....	775
Other train mileage.....	10,400
Total train mileage.....	60,900
Total number of passengers.....	23,066
Total number tons freight carried.....	30,426
Average weight of passenger trains (exclusive of passengers).....	71 tons.
Average number of cars in passenger trains.....	2
Average weight of freight-trains, exclusive of freight.....	102 tons.
Average number of cars in freight train.....	9
Average number of persons employed.....	42

DESCRIPTION OF ROAD.

Length of main line of road from Oakland to Bingham	41.06
Length of main line of road in Maine.....	41.06
Total length of road belonging to this company	41.06
Aggregate length of sidings and other tracks not above enumerated ..	3.73
Same in Maine.....	3.73
Total length of steel rails in tracks	19.00
Weight per yard, 56 lbs.; number of miles06
Weight per yard, 50 lbs.; number of miles	41.00
Number of stations on all roads owned by this company.....	9
Same in Maine.....	9

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....	-	4	4
Number of passenger cars.....	-	3	3
Number of baggage, mail and express cars	-	2	2
Number of freight-cars (basis of 8 wheels)....	17	8	25
Number of other cars.....	-	1	1

NAME AND RESIDENCE OF OFFICERS

President—John Ayer, Oakland, Me.

Superintendent—William M. Ayer, Oakland, Me.

General Freight Agent—William M. Ayer, Oakland, Me.

General Passenger Agent—William M. Ayer, Oakland, Me.

Treasurer—A. R. Small, Oakland, Me.

Clerk of Corporation—A. R. Small, Oakland, Me.

Name and Residence of Directors Last Elected—R. W. Dunn, Waterville, Me. W. M. Dunn, Waterville, Me. E. F. Webb, Waterville, Me. John Ayer, Oakland, Me. W. M. Ayer, Oakland, Me. F. W. Hill, Exeter, Me.* Thomas Flint, San Juan, Cal. B. P. J. Weston, Madison, Me. A. J. Libby, Embden, Me. Omar Clark, Carratunk, Me. Stanton Day, Boston, Mass.

Proper Address of the Company—Somerset Railway, Oakland, Me.

GENERAL INFORMATION.

Number of locomotives equipped with train brake	3
Kind of brake, Westinghouse.	
Number of cars equipped with train brake	4
Kind of brake, Westinghouse.	
Number of passenger cars with Miller platform and buffer.....	4
Are charges for the transportation of company's supplies included in the earnings as reported for your road? No.	

*Deceased.

BRIDGE BUILT WITHIN THE YEAR IN MAINE.

Location, Solon; kind, pin and riveted; material, iron; length, 400 feet; completed, December, 1889.

*Number of spans of bridges, of 25 feet and upwards.....	19
*Number of iron bridges.....	1
*Number of wooden bridges.....	8
*Number of crossings of highways at grade.....	34
*Number of crossings of highways under railroad.....	1
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company†.....	4 cents.
Average rate of fare per mile received from passengers to and from other roads.....	4 "
Average rate of local freight per ton per mile on roads operated by this company†.....	3 "
CAPITAL STOCK.	
Capital stock issued, number of shares.....	4,926
Total amount paid in as per books of the company.....	\$492,600 00
Total number of stockholders.....	29
Number of stockholders in Maine.....	26
Amount of stock held in Maine.....	454,900 00
DEBT.	
Funded debt, as follows (secured by mortgage):	
Bonds, due 1917, rate of interest 5 per cent.....	225,000 00
Interest paid on same during year.....	\$11,250
Total amount of funded debt.....	225,000 00

*In Maine, on roads operated.

†Rates as per tariff.

**Report of the St. Croix & Penobscot Railroad Company, for the
Year Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income.....	\$42,922 11	
Total expense (including taxes).....	23,756 90	
Net income		\$19,165 21
Interest accrued during year:.....		8,414 00
on funded debt.....	\$8,414 00	
Balance for the year, surplus		10,751 21
Balance at commencement of year	\$136,574 62	
Add	25 50	
Deduct	294 80	
Balance at commencement of year as so changed.		136,305 32
Balance September 30 1890, surplus.....		147,056 53
ANALYSIS OF EARNINGS.		
From local passengers.....		\$4,270 08
From mails.....		909 72
Total earnings from passenger department.....		5,179 80
From local freight.....		33,256 37
Total earnings from freight department..		33,256 37
Total transportation earnings.		38,436 17
Income from all other sources (specifying same):.....		4,485 94
Rents of buildings.....	\$258 00	
E. A. Barnard	776 27	
Old iron rails sold.....	3,451 67	
Total income from all sources.....		42,922 11
ANALYSIS OF EXPENSES.		
Taxes		\$ 371 63
General salaries, office expenses, and miscellaneous .		2,035 10
Insurance.....		494 99
Telegraph expenses		203 72
Repairs of road		3,648 48
New ties (number laid, 3,402)		737 95
Repairs of bridges.....		1,226 48
Repairs of buildings.....		995 58
Repairs of machine-shops and machinery.....		337 16
Repairs of fences, road crossings and signs.....		281 69
Removing ice and snow.....		145 55
Repairs of locomotives.....		1,698 62
Fuel, locomotive power		1,530 60
Water and water stations.....		144 33
Fuel for cars, stations, shops and stationary engines .		205 40
Oil and waste.....		360 69
Switchmen, watchmen, flag and signal men.....		539 75
Repairs of passenger, mail and baggage cars.....		268 50
Salaries, wages and incidentals of all trains		3,720 75
Salaries, wages and incidentals of all stations		2,772 47
Repairs of freight-cars.....		2,037 46
Total expenses.....		23,756 90

BALANCE SHEET—ASSETS.

Construction account	\$364,000 00
Cash item (as follows):.....	12,641 86
Cash	\$ 1,641 86
Bills receivable	11,000 00
Other assets (as follows):	10,970 67
Debit balances.....	\$10,970 67
Total assets	387,612 53

BALANCE SHEET—LIABILITIES.

Capital stock	\$100,000 00
Funded debt	140,100 00
Unfunded debt (as follows):	456 00
Interest unpaid	\$456 00
Profit and loss balance, surplus.....	147,056 53
Total liabilities.....	387,612 53

MILEAGE, TRAFFIC, ETC.

Passenger train mileage	20,100
Freight-train mileage	4,300
Other train mileage	2,950
Total train mileage	27,350
Number season ticket passengers	1,248
Number of local passengers (including season)	12,214
Total number of passengers	12,214
Local passenger mileage (local passengers carried one mile)	173,631
Average number of cars in freight-train.....	20
Average number of persons employed.....	39

DESCRIPTION OF ROAD.

Length of main line of road from Calais to Princeton.....	21.00
Length of main line of road in Maine	16.25
Length of main line of road in New Brunswick.....	4.75
Total length of road belonging to this company.....	21.00
Aggregate length of sidings and other tracks not above enumerated ..	3.34
Same in Maine	2.81
Aggregate length of track, computed as single track	24.34
Same in Maine.....	19.06
Total length of steel rails in track	6.50
Weight per yard.....	56 lbs.
Total miles of road operated by this company	21.00
Total miles of road operated by this company in Maine.....	16.25
Number of stations in Maine on all roads operated by this company ..	7
Number of telegraph offices in same.....	4
Number of stations on all roads owned by this company.....	7
Same in Maine.....	7

EQUIPMENT.

Number of locomotives owned.....	5
Number of passenger cars owned	4
Number of baggage, mail and express cars owned.....	2
Number of freight-cars (basis of 8 wheels) owned.....	197
Number of other cars owned	5

NAME AND RESIDENCE OF OFFICERS.

President—Geo. M. Porter, St. Stephen, N. B.

Superintendent—S. W. Haycock, Calais, Me.

General Freight Agent—John Larnier, Calais, Me.

General Passenger Agent—H. A. Black, Calais, Me.

Treasurer—Samuel Black, Calais, Me.

Clerk of Corporation—Samuel Black, Calais, Me.

Name and Residence of Directors Last Elected—Geo. M. Porter, St. Stephen, N. B.
E. A. Barnard, Calais, Me. H. F. Eaton, Calais, Me. E. C. Gates, Calais, Me. L.
G. Downes, Calais, Me.

Proper Address of the Company—St. Croix & Penobscot Railroad Company, Calais,
Maine.

**Report of the Waterville & Fairfield Horse Railroad Company,
for the Year Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income.	\$12,722 10	
Total expense (including taxes)	11,847 30	
Net income		\$874 80
Interest accrued during year:		1,264 59
on funded debt	\$1,200 00	
on other debt	64 59	
Balance for the year, deficit		389 79
Balance at commencement of year, surplus. \$2,107 53		
Balance at commencement of year as so changed.....		2,107 53
Balance September 30 1890, surplus.....		1,717 74
ANALYSIS OF EARNINGS.		
From local passengers		\$12,532 60
Total earnings from passenger department.		12,532 60
Total transportation earnings.....		12,532 60
Income from all other sources (specifying same):		189 50
Advertising in cars	\$100 00	
Use of sleigh	2 00	
Chartered cars	44 50	
Sales of manure.....	43 00	
Total income from all sources.....		12,722 10
ANALYSIS OF EXPENSES.		
Taxes	\$ 54 49	
General salaries, office expenses, and miscellaneous.	6,111 14	
Insurance	109 20	
Repairs of road	1,229 25	
Repairs of buildings.....	164 57	
Removing ice and snow.....	135 47	
Water and water stations.	30 00	
Repairs of passenger, mail and baggage cars	124 08	
Damages and gratuities to passengers	60 00	
Salaries, wages and incidentals of passenger trains.....	3,829 10	
Total expenses.....	11,847 30	
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Passenger, mail and baggage cars (number, 1).....	\$ 874 41	
Seven horses.....	1,040 00	
Total for equipment.....	1,914 41	
Property sold, one horse	50 00	
Net addition to property account for for the year.	1,864 41	

BALANCE SHEET—ASSETS.

Construction account	\$28,514 51
Equipment account	11,307 40
Other permanent investments (as follows):	3,533 73
Lands and buildings in Fairfield	\$3,533 73
Cash item (as follows):	225 45
Cash	\$225 45
Other assets (as follows):	232 65
Materials and supplies	\$232 65
Total as-ets.	43,813 74

BALANCE SHEET—LIABILITIES.

Capital stock	\$20,000 00
Funded debt	20,000 00
Unfunded debt, as follows:	2,096 00
Interest unpaid	\$ 596 00
Notes payable	1,500 00
Profit and loss balance, surplus	1,717 74
Total liabilities.	43,813 74

MILEAGE, TRAFFIC, &c.

Passenger train mileage	50,102
Total train mileage.	50,102
Number of local passengers (including season)	250,614
Total number of passengers.	250,614
Through passenger mileage (through passengers carried one mile) ...	827,026
Average number of persons employed.	12

DESCRIPTION OF ROAD

Length of main line of road, from Waterville to Fairfield	3.363
Length of main line of road in Maine	3.363
Total length of road belonging to this company	3.363
Aggregate length of track, computed as single track	3.363
Same in Maine	3.363
Weight per yard, 30 lbs ; number of miles	3.363
Total miles of road operated by this company	3.363
Total miles of road operated by this company in Maine	3.363
Number of stations in Maine on all roads operated by this company ..	2
Number of stations on all roads owned by this company	2
Same in Maine	2

EQUIPMENT.

Number of passenger cars owned	5
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LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine).		From their own misconduct or carelessness. (In Maine).		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.	-	-	-	-	-	-	-	-
Employees,	-	-	-	-	-	-	-	-
Others	-	-	-	1	-	1	-	1

STATEMENT OF EACH ACCIDENT IN MAINE.

February 1890—Moses Green of Fairfield attempted to cross the track in his sleigh in front of car, was thrown out and received a small cut on his head.

NAME AND RESIDENCE OF OFFICERS.

President—George W. Williams, Salem, Mass.

Superintendent—John S. Brackett, Fairfield, Me.

Treasurer—David J. Lord, Lynn, Mass.

Clerk of Corporation—E. F. Webb, Waterville, Me.

Name and Residence of Directors Last Elected—George W. Williams, Salem, Mass. Charles H. Miller, Salem, Mass. William G. Barker, Salem, Mass. David J. Lord, Lynn, Mass. E. F. Webb, Waterville, Me. Stephen I. Abbott, Waterville, Me. Amos F. Gerald, Fairfield, Me.

Proper Address of the Company—Waterville & Fairfield Railroad Company, Fairfield, Maine.

**Report of the York Harbor and Beach Railroad Company, for the
Year Ending September 30 1890.**

GENERAL EXHIBIT FOR THE YEAR.		
Total income	\$34,727 90	
Total expense (including taxes)	19,764 99	
Net income		\$14,962 91
Interest accrued during year:	7,451 14	
on debt.....	\$7,451 14	
Dividends declared (\$1.50 per share on 4,027 shares) ..	6,040 50	13,491 64
Balance for the year, surplus		1,471 27
Balance at commencement of year.....	\$23,632 30	
Credited to property accounts.....	9,636 09	
	13,996 21	
Balance at commencement of year as so changed... ..		13,996 21
Balance September 30 1890, surplus		15,467 48
ANALYSIS OF EARNINGS.		
From local passengers		\$20,685 49
From through passengers (to and from other roads)		7,553 67
From express and extra baggage.....		665 10
From mails.....		482 20
Total earnings from passenger department.....		29,186 46
From local freight		3,669 00
From through freight (to and from other roads).....		1,524 78
Total earnings from freight department.....		5,193 78
Total transportation earnings.....		34,380 24
Income from all other sources (specifying same):.....		347 66
Interest.....	\$ 16 03	
Rentals	180 00	
Telegraph.....	151 63	
Total income from all sources		34,727 90
ANALYSIS OF EXPENSES.		
Taxes		\$390 47
General salaries, office expenses, and miscellaneous.....		558 34
Repairs of road.....		5,039 48
Repairs of bridges.....		213 80
Repairs of buildings.....		200 20
Removing ice and snow		4 00
Repairs of locomotives, rent.....		1,560 00
Fuel, locomotive power.....		2,459 60
Locomotive service		1,687 62
Oil and waste		94 38
Switchmen, watchmen, flag and signal men.....		1,092 00
Station supplies.....		219 70
Salaries, wages and incidentals of passenger trains.....		1,169 86
Salaries, wages and incidentals of passenger stations.....		2,347 87
Train supplies.....		25 74
Passenger car mileage (debit balances)		1,374 69
Damages and gratuities freight.....		87 30

ANALYSIS OF EXPENSES—*Concluded.*

Salaries, wages and incidentals of freight-trains	\$389 95
Salaries, wages and incidentals of freight-stations	782 61
Freight-car mileage (debit balances)	167 39
Total expenses	19,764 99
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Land, land damages and fences	\$39 35
Total for construction	39 35
Total expenditures charged to property accounts	39 35
Property reduced in valuation on the books and credited property accounts, during the year (as follows):	9,636 09
Grading and masonry	\$6,636 09
Bridging	3,000 00
Net reduction to property account for the year	9,596 74
BALANCE SHEET—ASSETS.	
Construction account	\$300,000 00
Cash item (as follows):	15,539 48
Cash	\$ 592 60
Due from agents and companies	14,946 88
Total assets	315,539 48
BALANCE SHEET—LIABILITIES.	
Capital stock	\$299,925 00
Unfunded debt (as follows):	147 00
Dividends unpaid	\$147 00
Profit and loss balance, surplus	15,467 48
Total liabilities	315,539 48
MILEAGE, TRAFFIC, ETC.	
Passenger train mileage	22,078
Freight-train mileage	7,359
Total train mileage	29,437
Number of season ticket passengers	20,596
Number of local passengers (including season)	71,152
Number of through passengers, to and from other roads	17,433
Total number of passengers	88,585
Local passenger mileage (local passengers carried one mile)	530,515
Through passenger mileage (through passengers carried one mile)	189,494
Number tons of local freight carried	3,769
Number tons through freight carried, to and from other roads	1,402
Total number tons freight carried	5,171
Local freight mileage, tons local freight carried one mile	32,409
Through freight mileage, tons through freight carried one mile	10,777
Average number of persons employed	23

DESCRIPTION OF ROAD.

Length of main line of road from Kittery to York Beach.....	11.27
Length of main line of road in Maine.. ..	11.27
Total length of road belonging to this company.....	11.27
Aggregate length of sidings and other tracks, not above enumerated..	1.15
Same in Maine.	1.15
Aggregate length of track, computed as single track	12.42
Same in Maine.....	12.42
Total length of steel rails in tracks	11.27
Total miles of road operated by this company.....	11.27
Total miles of road operated by this company in Maine	11.27
Number of stations in Maine on all roads operated by this company..	6
Number of telegraph offices in same.....	4
Number of stations on all roads owned by this company.	6
Same in Maine	6

EQUIPMENT

Equipment is furnished by Boston & Maine Railroad.

NAME AND RESIDENCE OF OFFICERS.

President—Frank Jones, Portsmouth, N. H.

Auditor—Wm. J. Hobbs, Malden, Mass.

Superintendent—Winslow T. Perkins, Dover, N. H.

General Freight Agent—W. F. Berry, Winchester, Mass.

General Passenger and Freight Agent—D. J. Flanders, Malden, Mass.

Treasurer—Amos Blanchard, Andover, Mass.

Clerk of Corporation—S. W. Junkins, York Corner, Me.

Name and Residence of Directors Last Elected—Frank Jones, Portsmouth, N. H. Geo. C. Lord, Newton, Mass. Jos. S. Ricker, Deering, Me. Samuel C. Lawrence, Medford, Mass. J. E. Staples, York Village, Me. H. E. Evans, York Village, Me. E. S. Marshall, York Harbor, Me.

Proper Address of the Company—York Harbor and Beach Railroad Company, Boston, Mass.

Table Showing the Total Transportation Earnings of
Railroads for Years 1889 and 1890.

RAILROAD COMPANIES.	Transportation Earnings—1889.	Transportation Earnings—1890.
Atlantic & St. Lawrence Railroad *.....	\$1,061,762 85	\$1,061,449 94
Bangor & Piscataquis Railroad	194,436 66	188,228 42
Bangor Street Railroad (electric)	11,323 79	34,070 87
Boston & Maine Railroad	13,661,807 30	15,091,690 87
Biddeford & Saco Railroad (horse).....	18,494 28	20,097 18
Bridgton & Saco River Railroad	23,370 67	23,498 23
Canadian Pacific Railroad (International)	16,889 85	97,991 09
Franklin & Megalloway Railroad	10,688 96	12,786 51
Fryeburg Horse Railroad	477 10	825 47
Green Mountain Railway	2,070 75	2,306 20
Kennebec Central Railroad †	-	3,660 75
Knox & Lincoln Railroad	175,596 36	‡159,795 73
Lewiston & Auburn Branch (Gr'nd Tr'nk)	34,291 68	33,671 79
Lewiston & Auburn Horse Railroad	17,382 20	21,309 74
Lime Rock Railroad	32,384 55	54,676 47
Maine Central Railroad	3,828,161 51	4,226,465 43
Monson Railroad ..	10,730 08	11,335 78
New Brunswick R'y { Aroostook Branch..	57,433 00	64,880 00
{ Houlton Branch ..	5,737 00	6,500 00
Orchard Beach Railroad ..	4,607 61	4,216 85
Penobscot Shore Line (Knox & Lincoln)§	-	42,436 87
Portland & Rochester Railroad	204,290 97	233,973 29
Portland Railroad (horse) ..	122,085 01	136,010 53
Rockport Railroad	10,286 77	11,086 38
Rumford Falls & Buckfield Railroad	47,875 56	48,221 46
Sandy River Railroad	33,122 92	46,157 13
Sebastieook & Moosehead Railroad	7,581 94	7,782 46
Somerset Railway ..	41,609 16	54,189 15
St. Croix & Penobscot Railroad	37,980 13	38,436 17
Waterville & Fairfield Horse Railroad .	11,552 70	12,532 60
York Harbor & Beach Railroad	31,109 43	34,380 24

* To June 30 1890.

† Commenced operations July 23 1890.

‡ For ten months, till leased to Penobscot Shore Line Railroad Company.

§ Two months, to September 30 1890.

Table Showing Passengers and Freight Carried in 1889
and 1890.

RAILROADS.	Passengers Carried.		Tons of Freight Carried.	
	1889.	1890.	1889.	1890.
Atlantic & St. Lawrence R. R.*	313,004	345,659	955,929	923,104
Bangor & Piscataquis R. R.	67,318	71,484	75,746	78,889
Bangor Street R. R.	215,547	646,258		
Boston & Maine R. R.	28,719,884	30,322,923	5,975,137	6,835,003
Biddeford & Saco R. R. (horse)	268,838	299,506		
Bridgton & Saco River R. R.	13,277	14,096	10,828	10,190
Canadian Pacific (International)	4,315	28,350	4,735	61,914
Franklin & Megantic R. R.	6,529	6,883	7,749	9,907
Fryeburg Horse Railroad.	5,220	10,814		
Kennebec Central R. R.	-	† 15,078	-	714
Knox & Lincoln & P. S. L. R. R.	123,046	130,168	56,055	101,734
Lewiston & Auburn Br., G. T.	91,053	96,589	52,967	50,913
Maine Central R. R.	1,759,088	1,933,377	1,329,326	1,720,107
Monson R. R.	4,093	4,390	7,493	7,813
Orchard Beach R. R.	46,909	44,396		
Portland & Rochester R. R.	261,656	326,783	136,469	170,431
Portland R. R. (horse)	2,373,753	2,728,935		
Rockport R. R.	-	-	17,000	17,125
Rumford Falls & Buckfield R. R.	23,167	25,924	37,312	36,439
Sandy River R. R.	21,179	21,376	16,774	13,391
Somerset Railway	18,218	23,066	20,355	30,426
Sebasticock & Moosehead R. R.,	7,629	7,797	3,627	4,312
St. Croix & Penobscot R. R.	12,588	12,214	Not given.	Not given.
Waterville & Fairfield Horse R. R.	232,684	250,614		
York Harbor & Beach R. R.	70,298	89,686	4,956	5,171

* To June 30 1890.

† From July 23 to September 30.

Expense.

Appropriation	\$2,000 00
EXPENDITURES.	
Stationery and books	118 66
Postage	145 50
Printing.....	30 25
Hand stamp	7 00
Type-writer supplies.....	7 25
Express, telegrams, cleaning office, etc	38 47
M. A. Gould, copying reports.....	8 00
Samuel F. Purrington, services as diver in examining piers and abutments at Sheepscot bridge	100 00
William A. Allen, preparing drawing for map	200 00
Rand Avery Supply Company, on account, for preparing plate and print- ing maps.....	277 28
INCIDENTAL EXPENSES OF COMMISSIONERS.	
D. N. Mortland.....	303 61
A. W. Wildes..	367 00
Roscoe L. Bowers	396 98
	\$2,000 00

PART III.

DECISIONS OF THE BOARD

AND

Rules of the Board of Commissioners.

1890.

DECISIONS.

Decision of the Board, on petition of the municipal officers of Kennebunk, to determine the manner and condition in which a certain town way may cross a track of the Boston and Maine Railroad. Decision January 9, 1890.

STATE OF MAINE.

To the Honorable Justices of the Supreme Judicial Court next to be held at Alfred, on the third Tuesday of May, A. D. 1890.

Report and decision of the Board of Railroad Commissioners, on petition of the Municipal officers of Kennebunk, asking them to determine the manner and conditions in which a certain town way may cross a track of the Boston and Maine Railroad in said town.

The petitioners, the Municipal officers of Kennebunk, as appears by the foregoing application, ask this Board to determine, after notice and hearing, whether the way therein described, "shall be permitted to cross said track or not, and the manner and conditions of crossing, and how the expense of building and maintaining so much thereof as is within the limits of said railroad, shall be borne"?

On the reception of said application, the Board appointed a hearing to be held by them at the office of Walter L. Dane, Esq., in Kennebunk, on the second day of December 1889, at two o'clock in the afternoon; and notice thereof was ordered that the petitioners cause to be published a true copy of their petition and said order, in the Eastern Star, a news-

paper published in said Kennebunk, seven days before said meeting. In accordance with said appointment and order of notice, the Board, on said day, viewed the location of said proposed crossing, and met at the time and place designated in said order of notice; and it then and there appearing that notice had been given, as ordered, gave a hearing to all persons and parties who appeared and desired to be heard relative to same.

Counsel appearing:—Walter L. Dane for petitioners. George C. Yeaton for Boston and Maine Railroad Company.

It appeared from the view aforesaid and from the evidence elicited at said hearing, that the Boston and Maine Railroad Company, prior to the location and establishment of said town way, had, at the request of the Mousam Manufacturing Company and others, and by permission of the land owners, constructed a spur track from their main line near the station in Kennebunk, to the manufacturing establishment of said company and others in said village; that the town way aforesaid, as located, crosses said spur track near a shoe factory recently erected there.

It is not the province or duty of the Board to determine the legal rights of the parties interested; neither is it necessary to give any opinion relative thereto, further than to state the views of the Board as to their jurisdiction of the subject matter.

Section 18 of chapter 51 of the Revised Statutes is as follows:—

“Any railroad corporation, under the direction of the Railroad Commissioners, may locate, construct and maintain branch railroad tracks to any mills or manufacturing establishments erected in any town or township but not within any city through which the main line of said railroad is constructed, without the consent of the city council, and for that purpose said corporation shall have all the powers and rights granted and be subject to all the duties imposed upon it by its charter”.

That a railroad company may construct a spur track on their own land or over that of any other by permission, to a manufacturing establishment, or elsewhere, provided the public interests are not concerned, we do not doubt; but if the public have in such lands or thereafter acquire rights or interests therein, we doubt if such track would be legally established, except by special charter or by the mode above prescribed.

It did not appear that the Boston & Maine Railroad Company had ever been granted, by charter or otherwise, the right to locate and construct said spur track, except from the land owners above mentioned. Under these circumstances, have the Boston & Maine Railroad Company, by merely constructing a line or spur track as above set forth, acquired "all the powers and rights granted", and are they subject to all the duties imposed upon them by their charter? If not, then, as we view it, the town had the right to lay out and establish the town way without regard to such railroad track or the location of it. True, there is a track laid there, but is such a track, placed there in the manner the evidence discloses it to have been, a railroad track within the meaning of the statutes? In other words does the mere laying down of sleepers and rails over a certain territory, by the permission of the land owners, constitute it a railroad within the meaning of the statute, so as to require towns and cities, in laying out ways over land where such tracks have been laid, to ask the Board of Railroad Commissioners to adjudicate upon the manner and conditions of crossing such track? This petition is based upon the provisions of section 27 of chapter 18 of the Revised Statutes as amended by chapter 282 of the Public Laws of 1889, which provide that "town ways and highways may be laid out across, over or under any railroad track, except that before such ways shall be constructed, the Railroad Commissioners, on application of the Municipal officers of the city or town, wherein such way is located, or of the parties owning or operating the railroad, shall upon notice and hearing, determine whether the way shall be permitted

to cross such track at grade therewith or not, and the manner and conditions of crossing the same, and the expense of building and maintaining so much thereof, as is within the limits of such railroad shall be borne by such railroad company or by the city or town in which such way is located, or shall be apportioned between such company and city or town as may be determined by said Railroad Commissioners". Evidently the legislature, in using the words "railroad track", intended it to be one having a legal location, established under prescribed forms of law and that the company operating it "shall have all the powers and rights granted, and be subject to all the duties imposed upon it by its charter". So far as appears this spur track has no defined location or legal limits upon the face of the earth.

How, then, can the Board of Commissioners "determine the manner and conditions" this town way shall cross it or how the "expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne"? From all the facts disclosed at said hearing, to our minds it is clear that the Board of Railroad Commissioners have no jurisdiction of the subject matter set forth in the petitioner's application, and therefore must decline to make any determination or award under same.

AUGUSTA, January 9, 1890.

For the Board.

D. N. MORTLAND, *Chairman.*

Decision of the Board, on petition of the municipal officers of the city of Auburn, to determine the manner and condition of a certain highway crossing. Decision January 10, 1890.

To the Honorable Justices of the Supreme Judicial Court next to be held at Auburn, on the third Tuesday of January, A. D. 1890 :

Report and decision of the Board, on petition of the municipal officers of Auburn, asking for a grade crossing in that city.

The city of Auburn, as it appears by the foregoing application, having laid out and established a town way or street in said city, leading from Spring street to Union street, across the railroad track of the Maine Central Railroad, asks the Board, after notice and hearing, to determine whether said way shall be permitted to cross said track at grade thereof or not, and the manner and conditions of crossing same, etc., as provided by section 27 of chapter 18 of the Revised Statutes as amended.

On the reception of said application, a hearing was appointed by the Board, to be held at the common council rooms in said Auburn on the third day of December A. D. 1889, at ten o'clock in the forenoon; and notice thereof ordered, as appears by the foregoing.

On said day, the Board of Railroad Commissioners met at the time and place designated in said order; and it then and there appearing that notice had been published as ordered, the Board viewed the premises described in said application and gave a hearing to all persons and parties who appeared and desired to be heard relative to the said proposed crossing. After viewing said location, giving a hearing, and carefully considering all the evidence adduced, at said hearing relative to same, we are convinced, that under the provisions of law above cited, the Board would not be justified in permitting a crossing at grade as prayed for by the petitioners.

By the enactment of the statute, upon which this application is based, the legislature intended to, at least, discourage the creation of new grade crossings, if not to wholly prevent such being made hereafter.

In obedience to the evident intent of said statute the Board of Railroad Commissioners feel it to be their duty to require all ways, hereafter laid out across the main line of a railroad, especially in thickly settled portions of our cities and villages, to be constructed so as to pass over or under such track, unless such a construction would be attended by extraordinary expense and inconvenience. From the view aforesaid and the evidence elicited at said hearing, it appeared that the way described was laid out mainly for the accommodation and convenience of a shoe manufacturing establishment, as an additional outlet or way to and from same. While it is not our province or duty to determine whether or not, public convenience required that the way should be laid out, (that matter having already been determined by the proper tribunal), it is made our duty to determine whether or not (if constructed), it should pass over or under said railroad. To construct said way so as to pass over or under said track, would require a large expenditure of money; and to do so simply to accommodate the travel to and from said manufacturing establishment, would seem to be an unnecessary expenditure especially, while, as appears, there now are two streets or ways intersecting with the one in front of said building, leading to the right and left of same. A grade crossing at the point mentioned in said application, on account of the buildings now erected there on either side, would be exceedingly dangerous to travellers on said way; and to permit it, would subject the railroad company to much expense and annoyance, and be adding one more to the many dangerous and seemingly unnecessary grade crossings in that city; therefore our finding and decision is that the town-way, aforesaid, shall not be permitted to cross said railroad track at grade.

Believing that the city of Auburn will not desire to construct said way, except at grade, across said railroad location,

we do not deem it necessary, at this time, to determine or specify the manner and conditions of crossing otherwise.

In witness whereof we have hereunto set our hands this tenth day of January, A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board on petition of the Maine Central Railroad Company, for approval of branch railroad track in the city of Augusta, and to determine the manner and condition of crossing a highway. Decision April 18, 1890.

To the Supreme Judicial Court next to be held at Augusta, on the third Tuesday of October, A. D. 1890.

Decision of the Board on petition of the Maine Central Railroad Company, for approval of location of a branch track in the city of Augusta, and determination of the manner and condition of crossing a certain highway in said city.

The Maine Central Railroad Company, as appears by the foregoing application, having made a location of a branch track from its railroad in the city of Augusta to a manufacturing establishment, owned by Bangs Brothers of said city, asks for approval of the location of same as provided by section 18, of chapter 51 of the Revised Statutes and also that the Board shall determine the manner and conditions the same may cross a certain highway or street in said city.

On the reception of said application, to wit; on the fifth day of April 1890, a hearing was appointed by the Board, to be held at their office in Augusta, on the eighteenth day of April 1890, and notice thereof was ordered to be given by publishing a copy of said application and our order of notice thereon, four days successively in the Daily Kennebec Journal, a newspaper published in said city, the first publishment in said paper to be at least seven days before said day of hearing.

On said day appointed, the Board met at the time and place designated in their said order, and it appearing that notice had been published as ordered, the Board then viewed the location of said branch track and crossing mentioned in said application, and gave a hearing to all persons and parties who appeared and desired to be heard relative to the same. At said hearing and from an inspection of said location, it appeared that the proposed branch track was to be constructed from a point near the snow plow sheds, on the line of the Maine Central Railroad, on the East side of the Kennebec river; thence running easterly to the manufacturing establishment now being erected by the Bangs Brothers of said city, a distance of 340 feet; that said track as located, crosses a street or way known as Maple street, in said city, which is now crossed at grade by the main line of said Maine Central Railroad, a few rods distant from the point of crossing by said proposed branch track; that in order to avoid a grade crossing it would be necessary to erect a highway bridge so as to span both the main line of said railroad and branch track, a distance of several hundred feet.

While such a separation of grades might be desirable, we do not think it would be reasonable to require it, simply on account of this additional track, we therefore, hereby approve the location of said branch track, and determine and order that said branch track shall be constructed so as to cross said street or way exactly at grade with same, as said way is now constructed, when said branch track shall be at full grade, and that the surface of the approaches on either side of said branch track, shall be made and maintained, by said railroad company, within its location, as wide as the same are now constructed, and so that said crossing shall be safe and convenient for travelers on said street with horses, teams and carriages, and shall also make suitable provision for the passage of surface drainage water.

In witness whereof, we have hereunto set our hands, this eighteenth day of April, A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board on petition of the European and North American Railway relating to a branch track at Orono, and the manner and conditions of crossing a certain highway. Decision May 13, 1890.

To the Supreme Judicial Court next to be held at Bangor, on the first Tuesday of October, A. D. 1890.

Report and decision of the Board on the petition of the European and North American Railway Company, for approval of the location of a branch track to a manufacturing establishment in Orono, and determination of the manner said track may cross a certain street or way.

On the twenty-ninth day of April A. D. 1890, the European and North American Railway Company (the same being endorsed by the Maine Central Railroad Company), presented to the Board a petition setting forth that it had made a location of a branch railroad track extending from its main line in the town of Orono to a manufacturing establishment there situate, and asking for approval of same, and also that the Board determine the manner and conditions said track may cross a certain way or street in the line of said location.

Upon the reception of said petition, the Board appointed a day for a hearing to be held at the Depot of the Maine Central Railroad in Orono, on the eighth day of May A. D. 1890, at ten o'clock in the forenoon, and ordered notice thereof to be given by publishing a copy of said petition and order of notice thereon in the Daily Whig and Courier, a newspaper published in Bangor in the County of Penobscot, four days successively; the first publication to be at least seven days before the day above mentioned.

On said day the Board met at the time and place appointed, and it appearing that notice of said hearing had been published as ordered we gave a hearing to all persons and parties who appeared and desired to be heard relative to same.

It then and there appeared from the evidence adduced that said corporation had located a branch railroad track curving northerly and easterly from its main line in said town, to

the mills or manufacturing establishment of J. Walker & Co., and to a mill now being erected for the manufacture of pulp, a distance of about 3,230 feet, with a width of location of 50 feet; that the location of said track crosses a street or way, but little used, called South Penobscot street in said town, and so situated that it would not be practicable to cross same other than at grade, we therefore hereby approve said location, and determine and order that said branch track may cross said way at grade, after said way shall have been raised at point of crossing, two and one-half feet, and permission is hereby granted to said railway company to raise said street as aforesaid.

The approaches of said street on either side of said track, shall be made and maintained, by said railway company, as wide as the same are now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said track, and shall be made and maintained, within said location, in such manner that the same shall be safe for travelers on said street, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage water.

In witness whereof, we have hereunto set our hands this thirteenth day of May, A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk*.

Decision of the Board, on petition of the Selectmen of Westbrook, to adjudge whether public convenience and necessity require the laying out of two roads across the right of way of the Portland and Rochester Railroad Company used for station purposes. Decision May 17, 1890.

Report and decision of the Board, on petition of the Selectmen of Westbrook to adjudge whether public convenience and necessity require the laying out of two roads across the

right of way of the Portland and Rochester Railroad Company, used for station purposes :

Counsel William Lyons for petitioners. Hon. F. M. Ray for P. & R. R. R.

The selectmen of the town of Westbrook on the twenty-sixth day of April A. D. 1890, presented to the Board a petition signed by them setting forth that a petition had been presented to them asking for the laying out of a town road in said town of Westbrook, beginning at the southern terminus of Mechanic street, in the village of Saccarappa in said Westbrook, as the same is now laid out ; thence across the Portland and Rochester Railroad to the northerly terminus of said Mechanic street, as it is now laid out on the southerly side of said railroad.

Also another town road, beginning at the southerly terminus of Central street in said village ; thence across said railroad to the north terminus of said Central street, as the same is now laid out on the southerly side of said railroad ; and that the roads aforesaid would cross the land or right of way of the Portland and Rochester Railroad Company, used for station purposes, and praying the Board, after notice and hearing, to adjudge whether public convenience and necessity required the laying out of the roads aforesaid.

Upon the reception of said petition, the Board appointed a day for a hearing thereon to be held at the selectmen's office, in said town, on the ninth day of May A. D. 1890, and by their order in writing of that date, required the petitioners to publish a true copy of their said petition and order of notice thereon, in the Daily Eastern Argus, a newspaper published in Portland in the county of Cumberland, four days successively ; the first publication in said paper, to be at least seven days before said day of hearing.

On said day the Board met at the time and place mentioned, and it appearing that notice had been published as ordered, gave a hearing, after viewing the location of the proposed streets or roads, to the petitioners and all persons and parties who appeared and desired to be heard relative to same.

At said hearing, it appeared from the testimony of witnesses and from a plan of the location of the two streets mentioned, that these two streets or ways had been laid out on each side of said railroad location, and accepted by the town, and had been constructed upon each side of the railroad track so as to cross said track at grade ; that for several years the public had been allowed to cross the railroad, in passing along these streets, the same as if they had been legally established ; that Central street, so-called, crosses said track close to the railroad station in said village, and that Mechanic street crosses within a distance of less than two hundred feet from the first named street. On the part of the petitioners it was claimed that since the laying out of the streets aforesaid, many persons had erected dwelling houses on said streets, on the southerly side of said railroad ; that on one of said streets a shoe factory had been erected and established, in which a number of persons were employed, who lived on the northerly side of said railroad and who must daily pass along said street and across said railroad, to and from their employment.

The petitioners further claimed that by reason of the fact that these two streets were not legally established across said railroad track and location, public travel, on said streets, had been greatly hindered and delayed, by reason of freight trains being allowed to remain for a long time standing on the track across said ways.

Upon the part of the Railroad Company, it was contended that the laying out of these two streets or ways, by the town, across their railroad track was unnecessary ; that a sufficient number of streets or ways had been laid out and established crossing said railroad at different points, for the reasonable accommodation of the public passing from one portion of the village to the other ; that the delays and hindrances complained of by the petitioners and their witnesses must necessarily occur in the future, if these streets were laid out and established, so as to cross their railroad at grade, it being necessary to do much shifting to and from spur tracks, running to several manufacturing establishments in that vicinity.

The statute under which the petitioners ask for an adjudication, by the Board, is as follows, "No way shall be laid out through or across any land or right of way of any railroad corporation used for station purposes, unless after notice and hearing, the Railroad Commissioners adjudge that public convenience and necessity require it" (R. S., Ch. 18, Sec. 29).

It will be observed that more than mere convenience is required by the statute. The Board of Commissioners must be convinced that not only the convenience of the public will be subserved by the laying out of said streets, but that the laying out and construction of such streets have become a public necessity; that the public would, in a degree, be inconvenienced by having these two ways opened and constructed across said railroad, we do not doubt; but there are more elements to be considered than the convenience of travel on these two streets.

Railroads are, in a sense, public ways and the convenience and rights of the corporations operating them must also be considered. To successfully operate a railroad, a certain amount of yard room, near a station, is necessary, the entire limits of which they may use at all times when necessary, for shifting and making up trains.

True, all such stations and yards might be located outside of our cities and villages, but such locations would not convene the public. We venture to say the inhabitants of Saccarappa would not be willing to have the railroad company remove its station and yard to some point away from the thickly settled portions of the village. Public convenience would not be subserved by so doing; neither would it in our judgment, be subserved by permitting unnecessary streets or ways to be laid out and constructed across the yard limits where it is now situated.

These two streets are located less than two hundred feet apart.

On the southerly side of the railroad location, a street has been opened and dedicated to public travel, which runs

parallel with the railroad and intersects with the two streets above mentioned.

On the northerly side of the railroad and parallel therewith, a similar street can be laid out without much expense, if deemed necessary, so as to connect on that side. In view of all these facts we do not believe that public convenience and necessity requires that both of the streets above mentioned should be permitted to cross the railroad as prayed for, though we find that public convenience requires that one of them may be so laid out.

We, therefore find, determine and adjudge that public convenience and necessity requires that the road and street called Central street, in the village of Saccarappa in the town of Westbrook, may be laid out as prayed for in said petition.

In witness whereof we have hereunto set our hands this seventeenth day of May, A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Report and decision of the Board, on petition of the Somerset Railway Company, to determine the manner and conditions of crossing certain highways. Decision June 8, 1890.

To the Supreme Judicial Court next to be held at Skowhegan, in the County of Somerset, on the third Tuesday of September, A. D. 1890 :

Report and decision of the Board, on petition of the Somerset Railway Company, to determine the manner and conditions of crossing certain highways.

The Somerset Railway Company, desiring to construct and extend its railroad from its station in the town of Solon, to the village of Bingham, on the tenth day of June A. D. 1890, presented to the Board a petition, setting forth that the line of its railway would cross certain highways or roads in the town of Bingham and County of Somerset, viz :

The highway on the east side of the Kennebec river leading from Solon to Bingham, and near the house of Frank Houghton, and the town road leading east from the river road, and between the farms of Calvin Colby and David Whipple, and praying the Board, after notice and hearing, to determine the manner and conditions of crossing said highways or roads by said company's railroad.

On the reception of said petition, the Board appointed a hearing thereon, to be held at the depot of said company's road, in the town of Solon, on the twenty-fourth day of June A. D. 1890 at ten o'clock in the forenoon, and ordered the petitioners, in writing, to give notice thereof by publishing a true copy of said petition and their order of notice thereon, in the Anson Advocate, a newspaper published at Anson in said County of Somerset, in one weekly issue of said newspaper, the publication in said paper to be at least six days before the day appointed for said hearing.

In accordance with said order and notice, the Board met at the time and place appointed, and, it appearing that notice of said hearing had been given as ordered, gave a hearing, after viewing the location of said proposed crossings, to the petitioners (no other persons or parties appearing).

From the view aforesaid and from facts disclosed in evidence at said hearing, it appeared that the line of railroad above mentioned, had been located and approved as required by law, and had also, in part, been constructed along and near the the bank of the river—mostly through level interval lands to its terminus at Bingham; that the location was the most practicable that could be selected between the points above mentioned, and so far as appears, this portion of the railroad could not reasonably be located and constructed so as to "Pass over or under" the highway and road mentioned, except at great expense to the company and inconvenience to the public; therefore had the Board been called upon before any grading had been done, we could not rea-

sonably have done otherwise than to have authorized crossings at grade.

Section 23 of chapter 51 of the Revised Statutes, as amended, provides that "When a railroad is hereafter laid out across a highway or other public way, it shall be constructed so as to pass either over or under such way, unless the Railroad Commissioners, after notice and hearing, authorize a crossing at grade", and also that "Before entering upon the construction of any railroad, the manner and conditions of crossing shall be determined".

Whether or not the provisions of law above quoted, apply to the case we are now considering, may be somewhat doubtful, because, as appears, this extension of the Somerset Railroad, from North Anson to Bingham, was located and partially constructed before the enactment of those provisions of statute, though the construction of the portion of the railroad which crosses the ways above mentioned, was not entered upon till during the past year.

Believing as we do, that it was an oversight on the part of the corporation in not calling upon the Board to determine the manner and conditions of crossing the above mentioned ways at an earlier date, and that we may now have jurisdiction of the subject matter, we determine, authorize and order that the Somerset Railway Company may construct their said railroad, so as to cross said ways at grade as follows, viz :

The highway leading from Solon to Bingham, shall be crossed at grade, after said way shall have been raised at point of crossing three feet, and permission is hereby granted to said railroad company to raise said highway as aforesaid. The surface of the approaches, on either side of the railroad track, shall be made and maintained, by said railroad company, within its location, as wide as said way is now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

The town way leading east from the river road to Bingham, shall be crossed exactly at grade, after said way shall have been raised two feet at point of crossing, and permission is

hereby given to said railroad company, to raise the grade of said way as aforesaid.

The surface of the approaches on either side of said railroad track, shall be made and maintained by said railroad company, within its location, as wide as said way is now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track. Said railroad company shall make and maintain each of the above mentioned crossings, within its location, in such manner that the same shall be safe and convenient for travelers on said ways with horses, teams and carriages, and shall make suitable provision for the passage of surface drainage water.

In witness whereof we have hereunto set our hands this eighth day of July A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Portland and Rochester Railroad Company, determining the manner and condition of crossing certain streets in the city of Portland. Decision June 19, 1890.

To the Supreme Judicial Court, next to be held in Portland in the County of Cumberland, on the second Tuesday of October A. D. 1890.

Report and decision of the Board, on petition of the Portland and Rochester Railroad Company, as to crossings in Portland.

Counsel, A. W. Coombs, for the city of Portland; William L. Putnam for petitioners.

The Portland and Rochester Railroad Company, on the second day of May A. D. 1890, presented to the Board, a petition setting forth that it had lawfully located an extension or branch track of its road, from a point in Portland in or near the Mill pond on the westerly side of Greene street;

thence southerly to a connection with the railroad of the Maine Central Railroad Company, between Portland and Congress streets; that it had filed a location of same with the County Commissioners of the County of Cumberland, on the twentieth day of March, 1889; that said extension or branch track as located crosses the highway known as Grove street, and also the townways known as Portland street and St. John street at the junction thereof; that said corporation proposed to construct said extension or branch track so as to pass over all of said ways, and to cross none of them at grade; and that St. John and Portland streets were wholly within the city of Portland, but that said Grove street formed the boundary line between said city of Portland and the town of Deering, and praying the Board, after notice and hearing, to determine the manner and conditions of said crossings as provided by law.

The Board on the twenty-third day of May, 1890, appointed a hearing thereon to be held at the Depot of the Portland and Rochester Railroad in Portland, on the second day of June A. D. 1890, at three o'clock in the afternoon, and ordered the petitioners in writing, to give notice thereof by publishing a true copy of said petition and order of notice thereon in the Evening Express, a newspaper published in Portland in said County of Cumberland, four days successively, the first publication in said paper to be at least seven days before said day of hearing.

On the day appointed for said hearing, the Board met at the time and place appointed, and it then and there appearing that notice of said hearing had been published as ordered, gave a hearing to all persons and parties who appeared and desired to be heard relative to same. At said meeting, it appeared by the plan and profile of said extension or branch track submitted, that said railroad is to be constructed, if approved by the Board of Railroad Commissioners, so as to pass under Grove street and over the ways called Portland and St. John streets, at the junction thereof, and as stated in *their petition*, none of said ways are to be crossed at grade.

In order to make a crossing under Grove street so-called, so as to give sufficient head-room for the passage of trains, the grade of the street at point of crossing, will necessarily have to be raised to make such change. Counsel for the city of Portland gives his consent, but this street or way being, as appears, a public highway, and as such forming the boundary line between Portland and the town of Deering, such consent would not of itself be sufficient to warrant the Board to approve such change, unless they find that public convenience requires it.

We too, are in doubt as to the power of the Board to order a change of the line or grade of a street or way, to facilitate a crossing unless such change is asked for, or in some way expressly indicated in the petition upon which notice is ordered.

However until it is judicially determined otherwise, we shall assume that the Board has the power, under the ordinary petition asking a determination of the manner and conditions of crossing, to order and direct that a way be changed, in either respect, so as to facilitate a crossing as provided by section 3, chapter 282 of the Laws of 1889.

We therefore determine and order that said extension or branch railroad shall be constructed as per plan and profile aforesaid, and that the grade of said Grove street be raised at point of crossing and constructed by said railroad company, so that said street shall pass over said railroad when completed, in the following described manner :

Said railroad company, after excavating a sufficient depth, shall erect on either side of the track or tracks of said railroad, stone abutments and retaining walls of first-class masonry, and of sufficient height to give a space of at least twenty feet from the top of the rails of said railroad, to the highway bridge hereinafter mentioned.

Said railroad company shall erect and maintain a suitable bridge or superstructure of iron on said abutments. Said bridge to be as wide as said way or street is now constructed and said way or street shall be so filled and raised

that the approaches toward said bridge, on either side, shall be as wide as said street is now constructed, and the approach to said bridge on the easterly side shall not be steeper than one foot elevation to every sixteen and two-thirds feet out from said highway bridge.

All of which shall be made and maintained within the location of said railroad, by said railroad company, and in such a manner that said street or way shall be safe and convenient for travellers thereon with horses, teams and carriages.

We also determine and order that said Portland and Rochester Railroad Company may construct their said railroad so as to cross Portland and St. John streets at the junction of the same, by an overhead bridge to be located and constructed substantially in the manner shown on a plan or print submitted to and this day approved by the Board. Said company shall construct and maintain substantial stone abutments and retaining walls of first-class masonry, on either side of said ways as now traveled, at such a distance from each other and upon such lines and angles as will most nearly convene the travel on either side of said streets.

Said abutments shall be of sufficient height to give a space of at least twelve feet between the grade of the street or ways aforesaid, as now established, and the lower part of the bridge or superstructure to be erected thereon as aforesaid; all of which shall be done by said railroad company in such a manner as to receive the approval of the Board of Railroad Commissioners in writing.

In witness whereof, we have hereunto set our hands this nineteenth day of June, A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk*.

Decision of the Board, on petition of the Lime Rock Railroad Company, as to the manner and condition of crossing Main street in the city of Rockland. Decision July 17, 1890.

To the Honorable Justices of the Supreme Judicial Court next to be held at Rockland in the County of Knox, on the third Tuesday of September, A. D. 1890.

Report and decision of the Board of Railroad Commissioners, on petition of the Lime Rock Railroad Company, as to the manner and conditions of crossing Main street in Rockland.

The Lime Rock Railroad Company, a corporation established by law, having located a branch track from its main line, running easterly across several ways and streets, to certain lime kilns in Rockland, and having had permission granted by the Board of Railroad Commissioners, to cross all of said ways at grade, on the twenty-seventh day of June, A. D. 1890, presented to the Board a petition setting forth that said company had not entered upon the construction of said branch track; that so far as said company was concerned, it waived and relinquished all rights and permissions heretofore granted to said company to cross Main street, in said city, at grade; that said company now believed that it was for the interest of the public and said company, as well, that said branch railroad track shall cross Main street so as to pass over the same; that they were desirous of crossing said street at said place with their road, by means of a bridge thirteen feet in the clear above the present grade of said street as established by the city council of Rockland; on August 17, 1877, and requesting the Board to permit said company to construct said road so as to cross said street as aforesaid, and to prescribe the manner and conditions of crossing the same in accordance with the provisions of law, etc.

On reception of said petition the Board appointed Tuesday the eighth day of July, A. D. 1890, at ten o'clock in the forenoon, at their office in Augusta, as the time and place for a

hearing thereon and ordered the petitioners in writing to give notice thereof by publishing a true copy of said petition and their order of notice thereon, one week in the Rockland Free Press, a newspaper published in Rockland in said County of Knox, said publication to be at least six days before said date.

On said day the Board met at the time and place appointed, and it then and there appearing that notice had been published as ordered, gave a hearing to the petitioners and all who appeared and desired to be heard.

No one appearing to object to the change prayed for in said petition.

This petition, as appears, is based upon the assumption that under the provisions of statute giving authority to the Board of Railroad Commissioners to determine the manner and conditions railroads may cross highways, and highways railroads, that said statute confers the additional power to determine and order a change of any such crossings already fixed and determined. As set forth in said petition and as appears of record, this railroad company has heretofore been authorized to construct their said branch track so as to cross said Main street at grade. Can the Board, on petition, annul what it has already done, and now make a new decree? Such power does not affirmatively appear to be given by statute. If any such power exists, it is by implication.

The statute requires that "when a railroad is hereafter laid out across a highway or other public way, it shall be constructed so as to pass either over or under such way unless the Railroad Commissioners, after notice and hearing, authorize a crossing at grade." By the authorization of a crossing at grade by the Board a special privilege was granted to the railroad company.

They now waive their rights under it and ask that their road shall be constructed as required by the provisions of law above quoted. All public interests require that it should be so constructed and while we are in some doubt as to the power of the Board to make a new decree, we think we may safely assume to do so in this case; because the decree or order

which we shall now make is in accordance with the provisions of law as to the manner of crossing. By so doing we grant no special privilege, we simply allow the railroad company to surrender the one heretofore granted namely, to make such crossing at grade.

We therefore determine and order that all of our determination and order relative to Main street in Rockland, made under date of June 14, A. D. 1889, be and is hereby revoked, and that the manner and conditions said railroad may cross said highway or street shall be as follows :

Said railroad shall be constructed so as to cross over said Main street as prayed for in said petition. Said railroad company shall erect and maintain on either side of the traveled way of said street as now constructed, suitable stone piers or abutments of first-class masonry, at such distance from each other as will give a width of roadway of at least sixty feet, and upon such lines as will most nearly convene public travel on said way, and shall also erect and maintain, on said piers or abutments, a suitable and safe iron bridge or superstructure over the way aforesaid, and at such a height above the same that there shall be a space of at least thirteen feet from said roadway and grade of said street, as heretofore established, to the lower part of said bridge or superstructure, all of which shall be made and maintained by said railroad company, and in such manner as to receive the approval of the Board of Railroad Commissioners.

In witness whereof we have hereunto set our hands this seventeenth day of July, A. D., 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Action of the Board, on petition of the Directors of the Zig-Zag Railroad Company asking the approval of "Articles of Association". Approval July 21, 1890.

STATE OF MAINE.

We, the undersigned Board of Railroad Commissioners for the State of Maine, having carefully examined the within Articles of Association, and after a public hearing thereon, being satisfied that all the provisions of sections one and two of chapter fifty-one of the Revised Statutes have been complied with, hereby approve and endorse the same.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board on petition of the Selectmen of Dexter, relating to highway crossing. Decision August 16, 1890.

Report and decision of the Board, on petition of the Selectmen of Dexter, as to crossing, in said town. Counsel appearing. Morrill Sprague for petitioners.

To the Honorable Justices of the Supreme Judicial Court next to be held at Bangor, on the first Tuesday of October A. D. 1890.

The Selectmen of Dexter in the County of Penobscot, on the twenty-sixth day of July A. D. 1890, presented to the Board, a petition setting forth that a town way had been laid out in said village, across the track of the Dexter and Piscataquis Railroad Company, where the same crosses the dam at the outlet of Silver lake in said town, and praying the Board to grant permission to said town to lay out and construct said way so as to cross said railroad track at grade, and to further determine the manner and conditions of crossing said track and by whom the expense of building and maintaining so much of said way as is within the limits of said railroad, shall be borne.

On the reception of said application, the Board, by its order in writing of that date, appointed August 12 1890, at ten o'clock in the forenoon at their office in Augusta, as the time and place for a hearing thereon, and required the petitioners to give notice thereof, by publishing a true copy of said petition and their said order thereon, two weeks successively, in the Dexter Gazette, a newspaper published in Dexter, aforesaid, the first publication to be at least ten days before said day of hearing.

At said hearing which was held at the time and place above mentioned, it appeared that notice had been given as ordered, and thereupon the Board gave a hearing to all persons and parties who appeared and desired to be heard relative to same.

From a view of the locality which the Board had previously made and from the evidence submitted at said hearing, it appeared that prior to the construction of the Dexter and Piscataquis Railroad, the dam at the outlet of Silver lake, had been used as a way, to cross from Church to Grove street in the village of Dexter, which streets run parallel with said railroad track; that the distance between these two streets, at the place where it is proposed to construct said way is about fourteen rods; that on account of the short distance between the two streets aforesaid, a way could not be reasonably constructed, so as to pass over or under said railroad track; that so far as appeared, while to grant the prayer of the petitioners would be permitting an additional grade crossing in that village, still it was claimed that notwithstanding that fact, that by constructing a way at the point mentioned, it would greatly relieve public travel from a comparatively blind and more dangerous crossing now existing on said Grove street; said Grove street being one of the principal avenues leading into said village.

After carefully considering the whole evidence and statements relative to same, and while we are reluctant to permit additional grade crossings in that village, where too many now exist, we are inclined to the belief that public convenience

requires that the way aforesaid, should be constructed so as to cross said railroad track at grade. We therefore determine and order that said way be permitted to cross said railroad track at grade therewith, and that the manner and conditions of crossing said railroad track shall be as follows :—

Said way shall be constructed so as to cross said railroad track exactly at grade, and the slopes and approaches of said way to said track, shall be at least two rods wide and not steeper, on either side, than one foot elevation to every twenty feet out from said railroad track.

Said way shall be constructed and maintained within the railroad location, by said railroad company, and in such manner that the same shall be safe and convenient for travelers on said way, with horses, teams and carriages, and said railroad company shall also make and maintain suitable provisions for the passage of surface drainage water.

In witness whereof we have hereunto set our hands this sixteenth day of August A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clérk.*

Report and Decision of the Board of Railroad Commissioners, on petition of Phillips and Rangeley Railroad Co., to determine the manner and conditions of crossing certain highways. Decision Sept. 25, 1890.

To the Supreme Judicial Court next to be held at Farmington in the County of Franklin, on the first Tuesday of March, A. D. 1891 :

The Phillips and Rangeley Railroad Company, a corporation legally established, on the 23d day of May A. D. 1890, presented to the Board of Railroad Commissioners, an application in writing setting forth, substantially, that under the provisions of its charter, it had located the line of its

railroad from a point of connection with the Sandy River Railroad, in the village of Phillips, through said town, and town of Madrid; Township No. 1, Range 2; Township No. 2, Range 2; and Dallas Plantation, to some point in the town Rangeley, all in the County of Franklin; that in locating said railroad, it had become necessary to cross certain highways and town ways in said towns of Phillips and Madrid.

After naming the several ways to be crossed, and describing the locality of same, the petitioners say "That it is not practicable to make either of said crossings otherwise than at or nearly at grade with said highways and town ways, as now maintained"; that all of said ways, excepting Main street in said Phillips, are infrequently traveled, and that it would be impossible, at any reasonable expense, to construct said railroad so as to pass over or under said street, and praying the Board, after notice and hearing, to authorize and permit said company to construct its railroad so as to cross all of said ways at grade, and "to fix the manner and to determine how said crossings shall be built and maintained".

On said application the Board appointed Thursday the fifth day of June A. D. 1890, as the day on which they would view the locality of the several proposed crossings, and the office of F. E. Timberlake in said Phillips, at five o'clock in the afternoon, as the time and place for a hearing thereon, and by their order in writing, directed the petitioners to give notice thereof, by publishing a true copy of said petition or application with said order of notice, one week in the Phillips Phonograph, a newspaper published in said Phillips, said publication to be at least five days before said day of hearing.

On the said fifth day of June, the Board viewed the location of the several proposed crossings, and met at the time and place named in said order, and it then and there appearing that notice had been published as ordered, gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to same. It appeared from the view aforesaid, and from the evidence elicited at said hearing, that the location as filed, of said rail-

road, had been changed slightly in some localities, after the making of said application and before said hearing, so as to avoid some of the crossings mentioned in said application. It further appeared that owing to the grade of the Sandy River Railroad, with which the petitioners' road must connect, the three first named streets in the village of Phillips would from necessity, have to be crossed at grade, unless by our order, we subject the corporation to great expense in raising the grade of these streets, and also subject public travel on same, to much inconvenience.

While we are aware that to permit a railroad to be located so as to cross the business street of a city or a village, at grade, is seemingly a violation of the spirit and intent of the statute, the surrounding circumstances in this case, are such that we are compelled to do so. In effect, this railroad will be an extension of the Sandy River Railroad. That road is now constructed, and has its terminus in the village of Phillips, within a few rods of Main street, and if extended, would cross it at grade, as the grade of said railroad cannot be changed. If the street should be raised so as to permit the railroad to pass under it, its grade would then be even or nearly so with the roofs of houses and stores on either side, at point of crossing. To require that such a separation of grades should there be made, we think, would be unreasonable; therefore, as the three streets in the village of Phillips are near together, and as the principal one must from necessity be crossed at grade, we must permit the other two to be so crossed. The road leading from Phillips upper village to Salem, we think may reasonably be raised at point of crossing so as to permit the railroad to cross under it.

The road leading from J. H. Davenport's to Bragg's Corner; the road leading from Bragg's Corner to Perham stream, and the road leading from Phillips to Reed's Mills are each so infrequently traveled that we think it safe, for the present at least, to permit them to be crossed at grade.

We therefore direct and order that said railroad company may construct their railroad so as to cross each of the ways

above mentioned at grade, except the road leading from Phillips upper village to Salem, and we determine and order that the manner and conditions of crossing said several roads shall be as follows :

1. The street leading from the Sandy River Railroad Station to Main street, in Phillips village, shall be crossed at grade, after said street shall have been raised, at point of crossing, one foot above the present grade, and permission is hereby granted to said railroad company to raise said street as above provided. The surface of the approaches, on either side of said railroad track, shall be made and maintained by said railroad company, within its location as wide as said way is now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

2. "Main street" in said village of Phillips, shall be crossed exactly at grade therewith, when said railroad shall be at full grade.

3. The street leading from Phillips to Salem shall be at grade, after said street shall have been raised at point of crossing, six inches above the present grade, and permission is hereby granted to said railroad company to raise said street as aforesaid. The surface of the approaches on either side of the railroad track, shall be made and maintained by said railroad company within its location, as wide as said street is now constructed and shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

4. The crossing of the road leading from Phillips upper village to Salem shall be as follows :—

Said railroad shall be constructed so as to cross under said road or way, and to facilitate such crossing, said railroad company is hereby empowered and directed to erect and maintain a highway bridge over said railroad, at point of crossing, of such height above the track as will give a space of at least thirteen and one-half feet from the top of the rails to the lower part of the bridge aforesaid, and of such width between abutments or trestles, on either side, as will give a

space of at least eleven and one-half feet. Said company shall erect and maintain a suitable and safe highway bridge over said railroad and shall erect and maintain suitable stone abutments or wooden trestles upon which said bridge shall be supported and shall construct approaches thereto. And said approaches, on said highway, shall be of sufficient width to give a travel way of at least eighteen feet, and said approaches, on said road or way, toward said bridge shall not be steeper than three feet elevation to every twenty-one feet out therefrom. Said company shall erect and forever maintain said bridge, and maintain so much of the approaches thereto as is within the location filed of said railroad.

5. The road leading from J. H. Davenport's to Bragg's Corner near "Black Brook Bridge", shall be crossed at grade, after said road shall have been raised, at point of crossing, three feet, and permission is hereby given to said railroad company, to raise the grade as aforesaid. The approaches on either side of said railroad track shall be made and maintained as provided in No. 1 above.

6. The road leading from Bragg's Corner to Perham's stream, mentioned in said application, shall be crossed by said railroad exactly at the present grade of said road, when said railroad shall be at full grade.

7. The road leading from Phillips to Reed's Mills, at a point near said mill, in the town of Madrid, shall be crossed by said railroad at grade, after said road shall have been raised two feet above the present grade, at point of crossing, and permission is hereby granted to said railroad company to raise the grade as aforesaid. The approaches on either side of said railroad track, shall be made and maintained as provided for No. 1 above.

Said railroad company shall make and maintain each and all of the above mentioned crossings within its location, safe and convenient for travelers, on said ways, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage water.

In witness whereof we have hereunto set our hands this twenty-fifth day of September A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board on petition of the Lime Rock Railroad Company, for permission to lay an additional grade crossing on Sea street in Rockland. Decision October 10, 1890.

To the Supreme Judicial Court next to be held at Rockland in and for the County of Knox, on the second Tuesday of December A. D. 1890:—

The Lime Rock Railroad Company, on the 27th day of September A. D. 1890, presented to the Board a petition setting forth that its main line of railroad now crosses Sea street in the city of Rockland at grade; that the manner and conditions of crossing said street has heretofore been established as provided by law; that it now desires to lay an additional track on a curve across said street, near the point where its main line now crosses, for temporary purposes only; that permission to lay said track had been granted by the City of Rockland, and praying the Board to grant permission to lay said additional track across said street at grade and to determine the manner and conditions of crossing as aforesaid.

On said day the Board appointed the ninth day of October A. D. 1890, and the office of D. N. Mortland in Rockland, at 11 o'clock in the forenoon, as the time and place for a hearing on said petition, and directed said petitioners, by their order in writing, to give notice of said hearing by publishing a true copy of said petition and their order of notice thereon, two weeks successively in the Rockland Free Press a newspaper published in Rockland, the first publication to be at least seven days before said day of hearing.

On said day of hearing the Board met at the time and place appointed, and it then and there appearing that notice of same had been published as ordered, gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to same.

From the plan submitted and the evidence of witnesses adduced at said hearing, it appeared that said railroad company had entered into a contract with certain parties, who had agreed to do the work for said City of Rockland, to furnish and deliver material to widen and straighten said street on the northerly side; that the city of Rockland, for the purpose of enabling said railroad company to land said material from their cars, had granted said company the right to lay a track along said street, and to cross to the northerly side thereof, with an additional track starting from a point on the main line at or near the southerly line of said street; that in order to reach the point where said material is to be deposited, said additional track must be constructed so as to cross said street by a curve to the left, the location of which must be largely, if not wholly, outside of the bounds of the location of said railroad as now filed.

Can a spur track, such as is above described, laid across or along a street of a city or town, by permission, which is wholly outside of the located limits of a railroad, be considered a railroad or a portion of a railroad? We think that it cannot so be considered. Something more than rails and ties laid by permission is required to constitute a railroad within the meaning of the statute.

A railroad or railway must be constructed and used as directed by the legislative act which created it. It must have a location and a right of location on the face of the earth as other ways have. Revised Statutes, Chapter 51, Section 15 provides "The railroad shall be located within the time and substantially according to the description in its charter". As appears by the charter of the Lime Rock Railroad Company, it was given "Authority to construct, maintain and use one or more lines of railroad to be operated by steam or horse

power, with single or double track, from the lime quarries, in the City of Rockland and town of Thomaston, in such directions as may best convene the transportation of lime stone from said quarries, to the various lime kilns in said city and town". Said corporation is also "Authorized and empowered to construct, maintain, use and operate all side tracks, spurs, turnouts and branches, and to make additions to its present location from time to time as may be necessary or convenient in order to reach the various quarries and lime kilns".

It will be noticed that in all these provisions, the termini mentioned are the quarries and kilns. They are not empowered to locate a railroad or branch road to any other points or places.

Therefore we cannot deem the spur track, above described, a railroad within the meaning of the statute. It has no legal location on the face of the earth, over which the Board of Railroad Commissioners would have jurisdiction, other than what is included within the location of the original line which now crosses said Sea street.

The jurisdiction of the Board as to crossings, is limited by statute, to railroads crossing ways and ways crossing railroads.

We think tracks laid over lands or streets by permission merely, without a definite and fixed location, cannot be considered railroads. Our determination and order, therefore, must be, that so much of said spur or branch track as is within the location of said railroad may be constructed so as to cross said Sea street at grade. This, we believe to be the extent of our jurisdiction in the matter. However, we think the authority given by the city sufficient and ample to accomplish the object sought by the petitioners. The manner and conditions of crossing Sea street within the railroad location shall be as heretofore provided for crossing said street: to wit:—

"The crossing on Sea street shall be exactly at grade with the street as now constructed, when said railroad track shall be at full grade, and the surface of the approaches, on either

side of said railroad track, shall be made and maintained by said railroad company, within its location, as wide as the same is now constructed".

In witness whereof we have hereunto set our hands this tenth day of October A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Report and decision of the Board of Railroad Commissioners, on petition of the Grand Trunk Railway Company, for permission to build a spur track to a manufacturing establishment, at Mechanic Falls, and to determine the manner and conditions of crossing a certain highway. Decision October 17, 1890.

To the Supreme Judicial Court next to be held at Auburn, in the county of Androscoggin, on the third Tuesday of January, A. D. 1891.

The Grand Trunk Railway Company, a railroad corporation legally established, on the ninth day of October A. D. 1890, made application to the Board, in writing, in which they set forth that said railway company is a corporation created by law and operating a railroad from Island Pond in Vermont, to Portland, Maine, through the village of Mechanic Falls and towns of Minot and Poland, in the county of Androscoggin; that they have located and desire to construct and maintain a branch railroad track to the mill and manufacturing establishment located at said Mechanic Falls belonging to the Poland Paper Company; that said branch track as located crosses at grade a certain highway or street, in said Poland, known as Lewiston street; that said branch track is to be used wholly for the transportation of freight to and from said manufacturing establishment, and praying the Board to approve the location of their branch track, and to determine the manner

and conditions of crossing said highway as provided by statute.

On said day, the Board, by their order in writing, appointed the seventeenth day of October A. D. 1890, and Denison's store, at said Mechanic Falls, in the town of Poland, at three o'clock in the afternoon as the time and place for a hearing thereon, and directed the petitioners to give notice thereof, by publishing a true copy of said petition and their order of notice thereon, four days successively in the Lewiston Evening Journal, a newspaper published in Lewiston, in the County of Androscoggin, the first publication in said paper to be at least six days before said day of hearing.

On said day, the Board met at the time and place appointed and it then and there appearing that notice had been published as ordered, viewed the said location of said branch track and the proposed crossing, and gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to same.

As appears from the evidence adduced at said hearing, the principal manufacturing establishment, at the village of Mechanic Falls, is the mills of the Poland Paper Company, which are situated a quarter of a mile or more from the main line of said Grand Trunk Railway; that a very large amount of freight has now to be transported by teams to and from the main line of said railroad and said company's mills; that in so doing the streets of said village are much obstructed and cut up by the teaming aforesaid, at certain seasons of the year; that the proposed spur or branch track, as located, is to start from a point on the main line, easterly and outside of the settled portion of said village, and to extend northerly and westerly, along a tract of land not now thickly settled, and much of which, from its character and situation, would not probably be used for building purposes, to the mills aforesaid; that so far as appeared, there was no opposition on the part of the citizens of said village, to the building or maintenance of such branch track, nor on the part of the land

owners over which the road is located, provided they each receive reasonable compensation therefor.

We therefore hereby approve the location of said branch track, and direct that the same be constructed as per plan submitted and this day approved, in writing, by us.

The above described branch track, as stated in the petitioners' application, is located so as to cross a highway in said village, called Lewiston street, at grade. From the evidence elicited, and from an inspection of the locality, it does not appear that any other feasible route could have been selected, or that a crossing of said street could have been avoided; neither does it appear that a crossing other than at grade, can reasonably be made without subjecting the railway company to great expense, the public to much inconvenience and the abuters on said street to great loss and damage. And while we feel it to be our duty to require a separation of grades wherever the same can reasonably be made, especially within the thickly settled portions of our cities and villages, we do not think public necessity requires it here. This is but a spur track, over which few trains will pass and at a low rate of speed, we therefore adjudge and determine that said spur or branch track may be constructed so as to cross said street at grade, and that the manner and conditions shall be as follows:

Said Lewiston street shall be crossed at grade and as near at right angles as the location of said branch railroad will permit. Said railroad company are hereby authorized to raise the grade of said street at point of crossing to facilitate the same, six inches above the present grade.

The surface of the approaches on either side of said railroad track, shall be as wide as they are now made and shall not be steeper than one foot elevation to every twenty feet out from said track. Said railroad company shall make and maintain said crossing within its railroad location, safe and convenient for travelers on said highway, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface water.

In witness whereof, we have hereunto set our hands this seventeenth day of October A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk*.

Decision of the Board, on petition of the Somerset Railroad Company, for permission to extend and for approval of location of a branch track in Norridgewock. Decision November 4, 1890.

Counsel appearing, J. N. Green for petitioners. C. A. Harrington for Dodlin Granite Company and Isaac S. Bangs.

The Somerset Railway Company, on the 25th day of October A. D. 1890 presented to the Board, a petition setting forth that under chapter five hundred and thirty-four of the special laws of 1874, it had located and built and is now operating a branch line from a point on the main line of its railroad in Norridgewock, to a portion of the Dodlin Granite Quarry in said town of Norridgewock that public convenience required the extension of said branch track about eight hundred feet to the manufacturing establishment of Lawton, Emmons and Company, a manufacturing establishment for the quarrying and manufacturing of paving stones and stones used for the construction of buildings, etc.; that said railroad company had located an extension of said branch across the land owned by Isaac S. Bangs and others to said manufacturing establishment, and praying the Board to approve the location and direct the construction and maintenance of said branch track.

On the reception of said petition, the Board appointed Friday, the 31st day of October, 1890, and the office of the Somerset Railway Company, in Oakland, at eleven o'clock in the forenoon as the time and place for a hearing thereon, and by their order in writing, directed the petitioners to give notice of

said hearing, by publishing a true copy of said petition in the Daily Kennebec Journal, a newspaper published in Augusta, in the County of Kennebec, three days successively, the first publication to be at least three days before the day appointed for said hearing.

On said day the Board met at the time and place appointed, and it then and there appearing that notice of same had been published as ordered, gave a hearing to all persons and parties who appeared and desired to be heard relative to same.

At the hearing, it appeared that said railroad company, in 1874, obtained an amendment to their charter or an act authorizing them "To locate, build and operate a branch line, from some point on the line of its railroad in Norridgewock, to Dodlin Granite Quarry in said town, with the same rights and privileges and subject to the same duties and obligations as is conferred and imposed on them respecting their existing road".

Under said amended charter or act aforesaid, a branch track has since been constructed, and, as appeared, is now owned and operated by said railway company. Whether or not the same was constructed by or at the expense of said railroad company, does not fully appear nor is it of any consequence in the view we take of the case as presented. At the time said act was obtained, said Dodlin Quarry was owned and operated by but one company or firm as the case may be.

The Legislature, by the act above mentioned, authorized the railroad company, to construct said track to the Dodlin Quarry, not to any particular company or firm's property, but to a quarry known as the Dodlin Quarry; not for a private, but for what was deemed a public purpose. Evidently the Legislature deemed the Dodlin Quarry a manufacturing establishment, and such a public enterprise as would authorize the taking of private property, if need be, in the construction of said railroad. By said act the Somerset Railroad Company was granted all the rights and privileges, and was subjected to the same duties and obligations as were conferred and imposed upon them respecting their existing road. Under this amended

charter or act, we have little doubt but that this railroad corporation is now sufficiently authorized to locate and construct its track to any portion of what was originally known as the Dodlin Quarry, whether the prayer of the petitioner here is granted or denied. Counsel for the parties who opposed the extension of this branch track, contends that notwithstanding the terms of the act aforesaid, this branch road was constructed largely, if not wholly by those who now are interested in the corporation known as the Dodlin Granite Company, and for their special benefit; that at the point named as a terminus of the contemplated extension named in the petition, there is in fact no manufacturing establishment such as the language of the statute contemplates; that there is nothing there manufactured, that there is nothing but a quarry from which stones are taken out and carried elsewhere to be manufactured. On the other hand the petitioners claim that the quarry to which they desire to extend their track, is in fact, adjoining and is a portion of what was originally the Dodlin Quarry; that the parties operating this portion of the originally Dodlin Quarry have erected there three derricks and a shop in which their tools are sharpened and stored; that, by reason of having no railroad track reaching to said quarry, or right of way to or from said branch, the parties operating the same are obliged to cart the stones there quarried three miles to the main line of said railroad at Norridgewock village and there cut and dress the same, which if railroad facilities were granted such as are asked for here, the work might be wholly carried on at the quarry aforesaid; that notwithstanding the difficulties under which they are now laboring, they have quarried, dressed and shipped 225 car loads of stone during the past year.

What constitutes a manufacturing establishment, within the meaning of the statute, is somewhat difficult to determine; but we cannot doubt that a granite quarry from which blocks of stone of certain dimensions are quarried and partially cut, and in some degree finished with tools, such as appears is being done at this quarry, is "a manufacturing establishment"

within the meaning of the statute. Whether or not, standing alone, it could be considered of such importance and the business of such magnitude that the construction of a railroad to it would be deemed a public convenience, such as would authorize the taking of private property, in its construction, is not for us to determine. Sufficient for us is the fact that the Legislature has authorized the construction of a railroad from the main line of the Somerset Railroad, to the Dodlin Quarry, of which this quarry was originally a part.

If public convenience was subserved by the construction of the branch railroad track to the Dodlin Quarry, it must be so subserved by extending it to other portions of it now operated. This branch railroad was authorized and constructed, (no matter who built it), not for private, but for public purposes. It must now so be used and operated.

We therefore determine and order that the Somerset Railroad Company may extend said branch track as prayed for, and that they may construct the same as follows :—

Commencing at a point one hundred feet back of the switch at the terminus of the main line of said branch railroad track, and convenient to the three degree curve that extends towards the hill, and curving to the right upon the line of the siding or extension as the line is now located and marked by cedar stakes, a distance of seven hundred feet with a deflection to the right from the point of departure from the main line aforesaid, of one hundred and twelve degrees to a tangent point ; thence by a tangent a distance of two hundred feet to the manufacturing establishment of Lawton, Emmons and Company, the right of way to be three rods in width.

In witness whereof, we have hereunto set our hands this fourth day of November, A. D. 1890.

By the Board.

E. C. FARRINGTON, *Clerk.*

Action of the Board on petition of the Directors of the Kennebec Central Railroad Company asking the approval of the extension of said road to South China Village.

Pursuant to the foregoing petition and order, the Board of Railroad Commissioners met at the time and place therein mentioned and after a hearing issued and approved the same as follows :

We, the undersigned Railroad Commissioners, having given a public hearing on the within application, and being satisfied that all the provisions of Section 10 of Chapter 51 of the Revised Statutes, and of Chapter 96 of the Public Laws of 1887, have been complied with, hereby approve the same.

In witness whereof we have hereunto set our hands this twenty-fifth day of November A. D. 1890.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Action of the Board, on petition of the Directors of the Portland and Rumford Falls Railway, asking the approval of "Articles of Association".

Pursuant to the foregoing petition and order of notice, the Board of Railroad Commissioners met at the time and place therein mentioned and after a hearing, issued and endorsed on articles of association the following certificate :

We, the undersigned Board of Railroad Commissioners for the State of Maine, having carefully examined the within articles of association, and after a public hearing thereon, being satisfied that all the provisions of sections one and two of chapter 51 of the Revised Statutes have been complied with, hereby approve and endorse the same.

In witness whereof we have hereunto set our hands this fourth day of December, A. D. 1890.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Rules of the Board of Commissioners,

ADOPTED DECEMBER 31, 1890.

1. Regular sessions of the Board will be held at their office on the first Tuesday of each month, at ten o'clock in the forenoon, and when practicable, all hearings on applications to the Board will be held at such regular sessions.

2. All applications to the Board must be in writing and signed by the person making such application, or if a corporation, by its agent or attorney.

3. Applications for approval of articles of association, in organizing railroad corporations under the laws of the State, shall be by petition to the Board, setting forth briefly the formation of such association, its name and gauge and route of the proposed railroad, and such application shall be signed by one or more of the directors named in the articles of association. Upon reception of such application, a hearing on same shall be appointed, and reasonable notice thereof ordered and published in such newspapers as the Board may designate.

4. When railroads are hereafter constructed across highways or other public ways, applications shall be made to the Board, and the manner and conditions of such crossings determined, before corporations shall enter upon the construction of such railroads.

5. Applications or petitions may be presented to the Chairman, or addressed to, or delivered to the Clerk of the Board, at Augusta, Maine.

6. The Clerk of the Board shall keep a Journal of its proceedings and a full and correct record of all petitions and applications filed, and of all orders and decisions of the Board. Said record shall be open for inspection to all persons interested, and certified copies thereof, on application therefor, shall be furnished by said Clerk for a reasonable compensation.

7. In all hearings the Board will be governed, so far as applicable, by the rules of the Supreme Judicial Court of Maine, and the petitioner or applicant will in all cases be entitled to open and close.

D. N. MORTLAND,	}	<i>Railroad Commissioners of Maine.</i>
A. W. WILDES,		
ROSCOE L. BOWERS,		

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